

## Favourite Anchorages of Squadron Members

About 2/3 of the membership was contacted by phone, and perhaps 1/2 of them participated in this survey. Thank you very much for those who did take the time to contribute, and I apologize for not including all the great suggestions we received.

I soon realized that there were two types of anchorages: 1) the most popular and 2) the real "finds" that few people knew about. As one man said, "You want me to tell you my secret get-away place? Isn't that something like shooting myself in the foot?" I assured him that the Squadron members were very discreet and not loud-mouths, so his secret was safe. You might find other Squadron members there. Of course most of the places mentioned here are good anchorages – protected and good holding for anchoring.

A few seasoned and experienced couples asked to call me back as they wanted to discuss which would be the best anchorage. It seems that this topic became a dinner conversation as these people reviewed the many wonderful places they had been in past years on our picturesque coast.

Besides the non-boat owners, quite a number of Squadron members have small boats and go out just for a few hours without anchoring each time. There was one person who would divulge his favorite fishing spots for salmon: Tunstall Bay on the south-west corner of Bowen Island and also south of Hutt Island near the 3<sup>rd</sup> red marker. Thanks, Mike Shannon.

The first anchorage locations were the ones nearby – Salmon Inlet, Tzoonie Narrows in Narrows Inlet, Smuggler's Cove, Princess Louisa Inlet with Chatterbox Falls, Buccaneer Bay on Thormanby Island and Storm Bay just before Narrows Inlet. Several people mentioned Fury Cove near Kunechin Point and Salmon Inlet as a place that is an easy day sail with good snorkeling and beautiful luminescence at night. Another favorite spot was Ballet Bay, east of Blind Bay on Nelson Island. Gillie Hutchinson who has a charter sailboat in Gibsons Harbour (see page 8) for her ad), likes to go over to Plumper's Cove on a sunny, summer afternoon, anchor off the dock on Keats Island, walk around the marine park, have a few drinks and a barbecue onboard, then come back to Gibsons as darkness sets in.

The Desolation Sound area was another favorite destination, such as Melony Cove in Prideaux Haven, and Owen Bay on Sonora Island.

Tenedos Bay is perhaps a special favorite as it is near Unwin Lake and fresh water, the sea water is warm for swimming, and there are various places to explore in kyaks and dinghies. Cougar Island, between East and West Redonda Islands is small but has a protected harbour for only a few boats, good swimming and kayaking, prawns are plentiful and there is a fresh water hose that comes down to the shore. Lastly, I must mention the Octopus Islands near the north-east shore of Quadra Island. The Octopus Islands Marine Park is quite secluded. It is very safe in the summer being sheltered from the strong North-Westerlies. There is plenty to do there while at anchor - good swimming, kayaking and exploring the nearby islands.

There are anchorages too numerous to mention in the Gulf Islands and on Vancouver Island, but a few deserve special mention. New Castle Island near Nanaimo has sheltered anchorage that could accommodate 100 boats. The island is a provincial park with walking trails, fresh water, washrooms and garbage containers – all free to boaters. The floating Dinghy Dock Pub is on nearby Protection Island, and of course Nanaimo is nearby as well. Jedidiah Island is one of the largest provincial parks in B.C. located between Texada and Lasqueti Islands.

Among the further away places, Musket Cove was mentioned on Hardy Island north of Fox Island with interesting rock formations, very clear water, good prawning and lots to explore. Tricket Island in the Spider Islands group has white, sandy beaches, good fishing, lots of wildlife and is well sheltered. Boaters who are crossing Queen Charlotte Sound to and from Haida Gwaii like to use this anchorage as a stopping point. Lastly, I'd like to mention a small, perhaps unnamed cove on the north shore of Hansen Island near Alert Bay. There is only room for one boat, but it has good protection with plentiful fishing and crabs. In the summer, you can watch the cruise ships go by through the narrow entrance.

While the cruising guides and yachting magazines may give you some good destinations, I have found that there is nothing as interesting as asking other boaters who will then pull out their charts and start the tales of their trips. And how many stories there are! As Klaus Blume said in his interview for this issue, "You could cruise for a lifetime and not see everything on this coast."

Sunshine Coast  
Power and Sail Squadron  
Newsletter



Chatterbox Falls



Pendrell Sound



Jedediah Island

## Commander's Corner

Here it is March and the weather continues to keep us close to shore. Crocus and daffodils were about to show their bright colours but are now covered with snow.

The year for our Squadron has passed quickly and we are presenting our last course, Radar, this month. We have been very pleased with the success our students have achieved.

The Governing Board Meetings were held the end of January and many topics were discussed and voted on. Items of interest to Squadron Members are highlighted below.

\* Transport Canada has set April 15<sup>th</sup> for the changeover date from the current method of delivering and examining courses that lead to the PCOC.

\* Boatpro manual has been rewritten and approved by Transport Canada. TC (Transport Canada) will be providing the tests to take effect on April 15<sup>th</sup> and new tests will be provided every 6 months. The exam is a 50 question exam replacing the 36 question test offered previously. CPS Online PCOC will be submitted to Transport Canada in February. The course must consist of a minimum of 5 modules and require at least 3 hours to complete. CP's course has 7-8 modules and 80% is required on each module. Successful students will be offered a CPS Associate membership. Transport Canada's mandated increase in learning objectives requires these changes

for PCOC certification.

\*CPS introduced their new Boating exam last fall and now the PCOC and Boating exams have been combined. The Boating course student notes and homework will be rewritten and ready for the fall course.

\*The CPS flag can only be flown by Regular members but classes of Membership are still being discussed. An Associate member may fly the Squadron Barge.

\* CPS Associate members are now able to hold an elective office and have the right to vote.

After a year of working on behalf of the Squadron, it is time for all of us to think about the year to come. New people and new ideas are most welcome. As you already know we are short of those who are willing to assist the Squadron with the delivery of courses and activities. We do not ask anyone to work very hard or for very long at a time and we help each other with every task. This is an easy way to be involved with the community, whether you have a boat or not. Most of our work is completed between September - May. Please give some consideration to offering some time, whether you are a Regular or an Associate Member. Options are open, and you may choose the area of where you would like to contribute your time. Call me or any Bridge Members to discuss details. I'm always happy to chat with members. 604-886-3003 [bdfoley@telus.net](mailto:bdfoley@telus.net)

## UPCOMING COURSES AND EVENTS

4/26 **Annual General Meeting**  
1900 hrs. (7pm)  
Sechelt Seniors' Centre

5/28 **Change of Watch**  
place and time TBA

2/23 - 3/30 **Radar Course**  
1900 hrs. (7pm)  
Sechelt Seniors' Centre

Please contact us at [courses@coastcps.ca](mailto:courses@coastcps.ca) for more details or to express interest in other courses. You can register online at [www.cps-ecp.ca](http://www.cps-ecp.ca) or by calling Bill Foley (604) 886-3003 or Jack Adams at (604) 885-2488. Also, you can check our website for more details: [www.coastcps.ca](http://www.coastcps.ca)

## Squadron Contacts

### Commander

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### Membership Enquiries

[members@coastcps.ca](mailto:members@coastcps.ca)

### Web Site Enquiries

[webgroup@coastcps.ca](mailto:webgroup@coastcps.ca)

### Mailing Address

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Sechelt, BC, V0N 3A0

To subscribe or to unsubscribe from *The Sea Coaster* newsletter, please email: [membership@coastcps.ca](mailto:membership@coastcps.ca)

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## Successful Coastal Business: The Bitter End

*Here is another article featuring a successful Sunshine Coast marine-related business. Please see past issues for other successful businesses.*

You might see a small sign on Gibsons Way (still locally referred to as “the highway”) which says “Boaters Exchange” with an arrow pointing behind Skookum Dodge. Perhaps a friend or Gary himself has told you how to find it. Turn at the Shell station, then the first left onto Seamount Way. “A number of boaters asked me why I didn’t locate by Gibsons Harbour,” Gary White, the owner and manager explained. “People upcoast as far as Powell River or from Sechelt don’t want to contend with the parking in Lower Gibsons. If they are on the way to and from the ferry, they’ll stop.” Also, The Bitter End requires more space than most retail businesses. It is one of the largest privately owned retail outlets on the coast with 4000 sq. ft. of retail indoor space and two city-sized lots of outside storage. There just isn’t enough waterfront space available.

In case you’re not nautical enough to know the meaning of “the bitter end”, it is: “the inboard end of a chain, rope or cable especially wound around the bitt or rode”, sort of a last grasp of stopping a vessel from hitting the rocks. It also means “the finish of a task however unpleasant or difficult”. (<http://thefreedictionary.com> taken from the American Heritage Dictionary, updated in 2009).

However, there’s nothing bitter or unpleasant about this store. There’s actually several buildings put together for this marine business buying and selling new, used, trade or consignment items. There is also rental of boat trailers for temporary use. Since Gary is ranked as a professional sailor and works with North Sails out of Vancouver, the Bitter End is the best and most complete supplier of sailing

equipment on the coast as well as having a good stock for power boating. The prices are comparable to shops in Vancouver despite the freight charges to the Coast, and Gary will place special orders. If the product you want is not on the shelves, with very few exceptions it will arrive freight free from Vancouver overnight at Vancouver prices or better.

Entering the 12<sup>th</sup> year of business specializing in satisfying local demand continues to be the goal. There is virtually no advertising or no internet promotion. It is a local business, owned and operated by locals for local customers without a shipping or packaging department catering to the internet. This concept must be effective as this is a thriving business.

When not in the store, Gary can be found on board his Ennos 32 power boat, driving a race boat in any one of the major sailing events of the West Coast between here and Mexico, or fly fishing in the Caribou. He’s not only knowledgeable about his products but also the people and places on the coast. Gary has worked as a salesman, delivery skipper, charter boat operator, movie boat wrangler, yacht racer, sailing/power boat instructor, long line commercial fisherman and beachcomber in the past. He’s definitely one of the local colorful characters. Drop by sometime and chat with Gary or one of his staff. The store is jam-packed with everything you might need and then some. If they don’t have it, they will know where to get it.

Contact information: 1044 Seamount Way, Gibsons, B.C. V0N 1V7 604-886-3326  
Store hours: 9 - 5 Monday to Saturday, Tuesday - Saturday in the winter



Gary at his desk



Interior of one show room

## Field Trip on the Queen of Surrey for Boating Students



On the Bridge



In the engine room office




Instruments on the Bridge



Instructor, Bill Foley, talking to students on the passenger deck.

**Member Profile**

How well do you know your fellow squadron members? Each month *The Sea Coaster* will feature a different squadron member or officer of the bridge, so we can all get to know each other a little better.

|   |  |  |
|---|--|--|
| Name:                                     | Klaus Blume  |  |
| Squadron Positions:                       | Membership Officer, Instructor for Basic Boating course, helped out with other courses 2004  |  |
| Member since:                             | 2004   |  |
| Positions in other boating organizations: | Commodore in the Sunshine Coast Yacht Club, Treasurer of the Coast Guard Auxiliary   |  |
| Current boat:                             | 31 ft. <i>Sea Slipper</i>  |  |
| Favorite anchorage:                       | Roscoe Bay in Desolation Sound   |  |
| Employment:                               | Retired high school teacher, taught for 35 years   |  |
| Most memorable boating experience:        | Going north in Lewis Channel, a mechanical noise started in his boat just as an airplane flew low overhead. Thinking it was just the airplane, he didn't pay any attention to it. It turned out to be a broken cooling pump, and by the time he stopped his engine it was very much overheated. They were finally able to limp into Heriot Bay using their second engine. At least the weather was calm and sunny. |  |
| Future plans:                             | Many places along the BC coast that he wants to return to and other places he wants to explore. "You could cruise for a lifetime and not see everything on this coast."  |  |
| Words of wisdom:                          | Klaus is concerned about the way development is encroaching on boating, and he doesn't see the government doing anything to protect this great tourist attraction. The foreign owned fish farms that are taking up some of the best anchorages is one example.   |  |

**Flotsam and Jetsam**

**This column reports local marine news along our Sunshine Coast. Contributions about interesting boats or vessels, local colorful people, events or other personal interest stories are most welcome.**

**Sechelt** – The summer float will return to Sechelt's waterfront from May 21 – October 10. The float will accommodate at least three boats. Please be aware of the currents there when docking and also the approaching or departing tugs boats at the gravel dock.

**Porpoise Bay Government Docks** – A pump-out facility is scheduled to be in operation this summer. Please check the summer issue in June for further details regarding docking there and using the pump-out facility.

**Gibsons** – The city council with the help of a consultant, Paul Lebofsky, (<http://www.matrixarchitecture.ca/#/about-us/profile/>) has completed the Gibson's "Harbour Lands Plan 2.0". This deals with the shoreline development and limitations to development. The plan was presented at a public meeting on February 23<sup>rd</sup> with many dissenting residents voicing their opinions. Eventually it will be approved by the Council. While this is a good step, there has yet to be any planning for the water use. At the last city council meeting on February 15, the council voted to have a water-use development plan in place by this summer. This seems unlikely as they have yet to set up any consulting group or appoint any consultant, and Mr. Lebofsky stated clearly that his firm is not the best one to deal with that part of the development. *Information contributed by Sue Anne Linde, John Roper and Vicki Starfire.*

**Docks for Sale** – There are 10 docks around the Sunshine Coast and surrounding islands that have been divested by the federal government. These docks now need to be managed and maintained by local community groups and those who use them. If no one comes forward, they will be sold to the highest bidders and taken away. The deadline for the Public Wharves Advisory Committee (PWAC) to come up with a consultation plan for the Sunshine Coast Regional District (SCRD) is July 2011.

**Graduation Party at the Sechelt Legion Hall February 26, 2011**



Graduates of the Maritime Radio Course with the instructors, John Atkinson, and Bill Foley



Graduates of the Boat Pro Course with instructors, Sally Skelton, John Atkinson and Bill Foley



Guest speakers, Fran Miller and Klaus Blume

*Estimated cost for this event: \$1500. Wow! The last of the big spenders on this Bridge.*

## Dragon Boats for Fun and Fitness

The Sunshine Coast Dragon Boat Club is about to begin a new season. Most of us know about the dragon boat festivals around the coast, and the sport's association with breast cancer. But I was curious to know how dragon boats became such a cultural icon in the Lower Mainland and here on the Coast, and why it became the sport of choice for breast cancer survivors.

Dragon boats are long, colourful canoes with heads and tails like dragons, with up to 20 paddlers who sit two abreast, a coach, and a steersperson who stands in the stern. They originated in China, where venerating the dragon deity was meant to avert misfortune and calamity while encouraging rainfall.

Fast forward to Expo '86, the world exposition on transportation, the year the world came to Vancouver. That year, six dragon boats were donated to the City of Vancouver and became the focal point for Hong Kong Day celebrations on False Creek. The combination of ritual, colour, teamwork and crowd appeal ensured that the Dragon Boat Festival became an important part of Vancouver's water sports.

From Expo, the sport's next big awareness boost came when Dr. Don McKenzie, a specialist in sports medicine at UBC, challenged the prevailing belief that breast cancer patients should avoid strenuous upper body exercise. Dr. McKenzie worked with 24 women from Vancouver for a year, conducting studies and monitoring results, which were reported in the Canada Medical Association Journal. His theory, that by following a special exercise and training program, women could avoid lymphedema and enjoy active, full lives, was proven correct. That medical study involving one boat of 24 women in 1996 has inspired the formation of over 150 teams worldwide and generated huge awareness of the courage and resilience of breast cancer survivors.

While the association with breast cancer may be uppermost in people's minds, the sport is an excellent way for anyone to meet new friends, learn a new skill and enhance fitness. Marla Taylor, VP for the SC Dragon Boat Club, found that out when she arrived on the Coast from Alberta two years ago. An avid kayaker, she liked the idea of being on the water as part of a team, and found that the ongoing practices helped her to focus on her fitness. She joined the recreational team and learned the basics while enjoying the camaraderie she found with the other women and a few men (yes, 95% of the members are women, but men are welcome). Recently, Marla has enjoyed participating in the competitive team, taking it up a notch.

The Sunshine Coast Club, a non-profit society, has 120 members divided into four teams: Women's Competitive, Abreast, Mixed Competitive, and Recreational. Ages range from the mid-30's to mid-70's, with an equally wide range of fitness levels within the group. However, Marla says, no matter what your fitness level, you are bound to increase it over the year. People with mobility issues will find paddling an excellent opportunity for fun and fitness, and there are also opportunities to learn to coach, steer and volunteer for the club's fund raising events. A large part of the club's mission is to contribute back to the community.

The season starts with teams practicing once or twice a week, March through September, in Porpoise Bay surrounded by spectacular scenery. Throughout the season, teams attend regattas, festivals, and inter-club competitions.

If you are interested in learning more, check out the club's new website (expected early March) at [sdragonboatclub.com](http://sdragonboatclub.com). You can come as a guest during the season for a nominal \$5 fee, or you can watch for the "New Members Paddle" held in early July each year.

By Sue Anne Linde



### Past Commanders

| Name               | Years   |
|--------------------|---------|
| Hall, Gordon       | 1966-68 |
| Salahub, Cliff     | 1968-69 |
| Gregory, H.        | 1969-70 |
| DeKleer, John      | 1970-71 |
| Richter, Werner    | 1971-72 |
| Chamberlain, Ray   | 1972-73 |
| Hadden, Don        | 1973-74 |
| Webb, John         | 1974-75 |
| Van Egmond, Len    | 1975-76 |
| Smethurst, David   | 1976-77 |
| Williams, Charles  | 1977-78 |
| Carruthers, Kent   | 1978-79 |
| Hadden, Don        | 1979-80 |
| Fyles, David       | 1980-81 |
| Woodsworth, Bruce  | 1981-82 |
| Mackie, Bob        | 1982-83 |
| Lomax, Bruce       | 1983-84 |
| Friesen, Oskar     | 1984-85 |
| Hobbs, Burton      | 1985-86 |
| Hopper, Owen       | 1986-87 |
| Scheel, Roger      | 1987-88 |
| McQuaid, Kate      | 1988-89 |
| Fraser, Malcom     | 1989-90 |
| Giesbrecht, Arthur | 1990-91 |
| Slevin, Fred       | 1991-92 |
| Noel, Ernst        | 1992-94 |
| Fay, Tony          | 1994-95 |
| Lavender, Len      | 1995-96 |
| Smith, Alex        | 1996-97 |
| Beaupre, Marc      | 1997-98 |
| Smith, Vicki       | 1998-99 |
| Johnston, Johnnie  | 1999-00 |
| Milling, May       | 2000-01 |
| Orchard, Don       | 2001-02 |
| Whetter, Murray    | 2002-03 |
| Fay, Tony          | 2003-05 |
| Bakewell, David    | 2005-06 |
| Fraser, Doug       | 2006-07 |
| Rewcastle, Barry   | 2007-08 |
| Mitchell, Marshall | 2008-09 |



Gibsons Harbour



## Safe Boating Through Education: Safety Equipment

As we are all well aware there are numerous pieces of mandatory safety equipment listed in the "Safe Boating Guide". Anyone who has been through a Coast Guard inspection soon realizes that this is the bare minimum of requirements.

I happen to know a man who, along with all the mandatory safety equipment, also carries on board his boat an extensive first aid kit. His idea of a first aid kit includes splints, neck braces and enough bandages, wound packing, tape, saline solutions to rival any first response unit on the coast. He even carries oxygen and a defibrillator. For most of us this would be of little use, unless like my friend who instructs and examines for certified industrial first aid courses, you know how to use it. There is no such thing as being too prepared, but, we all have to draw the line somewhere. However, I would suggest that everyone takes at least one first aid course in their lifetime.

I have digressed from the point I am trying to make. I am headed to the unfortunate event when we must leave our boat and take to a life raft

or dinghy. Are you prepared for this? I would like to think that my wife and I are prepared. Having listened to stories, both good and bad and gleaned the sensible from the silly, we will survive should we have to abandon ship into our dinghy. In such a circumstance we need only grab one bag for survival. The list of contents include (I wear my cell phone at all times): flashlight, hand-held VHF radio, hand-held GPS, bottled water, energy bars, spare batteries, solar blankets, flares, mirror (a CD disc is not as fragile and reflects very well), small first aid kit, bailing device and some dry clothing. This should keep us alive for some time if required.

This "away bag" as we call it is just a small "kid" size back pack in a water-proof container that is kept on the boat in an easily accessible place always at the ready. Are you???

by John Atkinson, Executive Officer

## Blue Water Adventures

Perhaps you live on the Sunshine Coast and your boat needs repairs right now or you don't have a boat yet. Perhaps you would just like a new experience sailing with a crew on a 68 ft. ketch with (according to the website: ) "8 private cabins, 3 heads with hot showers, a large, comfortable lounge with an extensive library, a well-equipped galley" AND a naturalist and experienced crew onboard.

This is the description of one of the three vessels used by Bluewater Adventures, the *Island Roamer*. The trips (scheduled one year in advance) are to Haida Gwaii, B.C.'s North Coast, the Great Bear Rainforest, Northern Vancouver Island, Southeast Alaska, and the Gulf Islands. It is possible to customize a trip for a group, and there is also a program for school children (ages 11 to 19 years) in early spring and again in October each year.

The company has three focuses: 1) timelessness at a slow pace, 2) respect for wildlife and 3) commitment to learning. According to Erin Boyle, the Logistics Coordinator, there are few new jobs available as the employees love their jobs and return every summer to supplement the core year-round staff. According to the website, "after 35 years of operation, you can count on us for an outstanding trip!" The website is very complete with frequently asked questions and everything else you would need for your 4 – 8 day trip. Check out the gorgeous photos too. Why not give it a try and let the other Squadron members know how it was?



Roamer and Odyssey in the Gulf Islands



up the mast

## Fish Farm with a Difference

Several public hearings were recently held in Sechelt to discuss the rezoning requested by Target Marine Hatcheries Ltd. to enable the company to process fish, specifically sturgeon eggs into caviar. The company has been raising sablefish (black cod) for 24 years and sturgeon for 11 years. They simply want to be able to harvest the eggs and process them on their own property. They plan to raise a maximum of 5000 female sturgeon. It takes 10 years before the eggs can be harvested from each fish.

Target Marine is located next to Tillicum Bay Marina on Porpoise Bay Inlet. The farm is on 5 acres of a 60 acre property. All the fish tanks are on land, not in the sea as many other polluting fish farms. The water is recirculated after being filtered. The water is eventually treated according to Provincial Ministry of Environment standards and discharged into a septic tank. The solid waste goes into a composting system. There are now trials to make this composted waste into fertilizer with the company, Net Zero Waste.

It seems that Target Marine intends to follow organic standards, and the new processing facility would be ultra-clean. Stated in their brochure, the fish would be processed fresh causing no odor, and there would not be an increase of trucking noise. According to Justin Henry, the General Manager and presenter at the public meeting, a national committee has been formed within the Canadian General Standards Board to develop an organic standard for fish to be used by Target and other fish producers in the future.

There were a number of very vocal residents at the meeting who were not in favour of this rezoning. They were upset about the noise of the trucks, the possible size of the plant in the future and the increase of industrial facilities in "their" residential area which might decrease their property values.

Most of the people attending this meeting were positive and encouraged the Target staff, judging by the comments made and the applause. It seems the upset residents should instead put their energies into changing the zoning of the nearby CanFor property (the former Jackson Brothers log dump) that is presently for sale and zoned industrial. Most of it is flat, cleared land and would make a wonderful residential area. As of the newsletter publication date, this issue has yet to be resolved for Target Marine.

## Letters to the Editor

Hi Vickie.....

What a great newsletter!! I'd love to receive it on a regular basis. The "Scuttlebutt" has just been printed for this month and it can be accessed on our website "[www.burnabysquadron.com](http://www.burnabysquadron.com)". If you'd like a hard copy mailed to you, let me know.

Joni Miles  
Editor, the *Scuttlebutt*

Dear Vicki,

Twyla Graeme forwarded your email to me and she has now added you to the VPS mailing list. Thank you for getting in touch. You publish an impressive newsletter, and I like your layout! We've just started to produce an online version and now I have the freedom to add colour, and I'm going to run with that, starting with a new format from one of the many available templates Apple offers. Up until recently we've had our *Masthead* printed and mailed out, so we're now finally coming into the 21st century. I see too that you've got lots of people who are willing to contribute, which is always a challenge.

I look forward to receiving future issues of your newsletter. All the best with it!

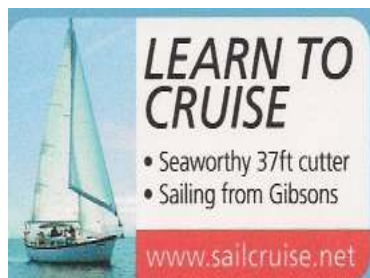
Warm regards,

Maureen

### Learn to Cruise Co-op Crewing Opportunities

Seven day training cruises on the 37ft *Mistress* are now scheduled to start 17<sup>th</sup> April, 8<sup>th</sup> May and 5<sup>th</sup> June. The co-op shared costs have been re-evaluated and are now set at \$135 per person per day for two persons sharing our private aft cabin, or \$180 per day for a single person in our private aft cabin. Even better news is that our accountant has advised we do not need to charge the HST.

To firm up these cruises we need to have your 30% deposit 2 months prior to the cruise date. Our training cruise circumnavigates the Gulf Islands and you receive training to the Canadian Yachting Standard. For more information, including a Coast Cable TV-11 video, please visit [www.sailcruise.net](http://www.sailcruise.net), or you can phone Instructor, John Roper at 604-886-0540



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Town of Gibsons

Attention: Mayor and Council

Subject: Gibsons Harbour

I have had zero response from Gibsons Council to my presentation 7<sup>th</sup> September about problems with the proposed harbour bylaw and lack of planning to expand our harbour economy for the benefit of the whole community.

Recent news is that 43 visitor mooring buoys, to be charged at \$12 per night, are now installed in Nanaimo harbour, administered by a harbour patrol that ensures compliance with regulations that include no sewage discharge from moored vessels.

So why is council proposing to give away the rights to 20 mooring positions in our harbour to private property owners? Why give away some \$15,000 in moorage annual revenue that could be applied to an effective harbour patrol, as well as denying moorage for visitors and much needed customers for Gibsons Landing businesses?

In our town hall is a municipal map (bylaw 1065, 2007) is displayed showing the Marine Zone extending 300 metres from the shoreline, amounting to over 800 acres in area. So why is the Town looking at regulating only 100 metres from the shoreline? And why does the Town have no plan to increase our community economy from the undeveloped Marine Zone in what is one of the south coast's finest natural harbours?

John Roper, P. Eng.

Enclosure: Copy of marine chart of Gibsons Harbour marked with the Marine Zone.

Cc Gerry Harris, Gibsons Harbour Authority

Ian Jacques, *The Coast Reporter*

Pauline Montgomery, *The Local*

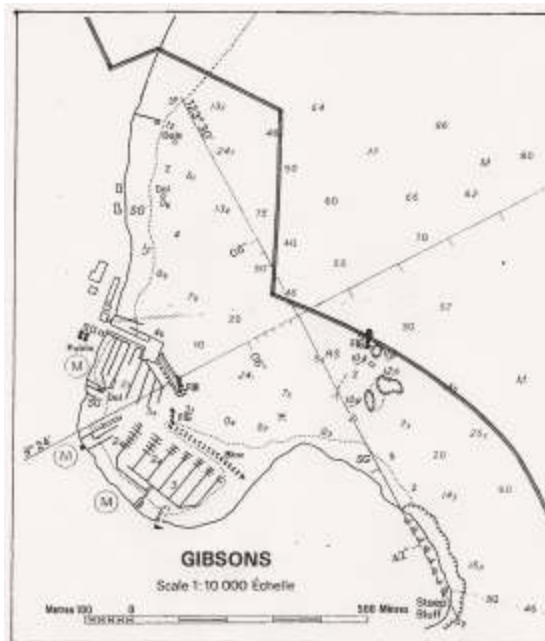


Chart showing the 300 metre zone from the shoreline

A Bit of Humor

He just bought a new boat and decided to take her for the maiden voyage. This was his first boat and he wasn't quite sure of the exact Standard Operating Procedures for launching it off a ramp, but he figured it couldn't be too hard. He consulted his local boat dealer for advice, but they just said "Don't let the trailer get too deep when you are trying to launch the boat". Well, he didn't know what they meant by that as he could barely get the trailer in the water at all! Anyhow, here's a picture below. You're going to love this bloke!!!



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