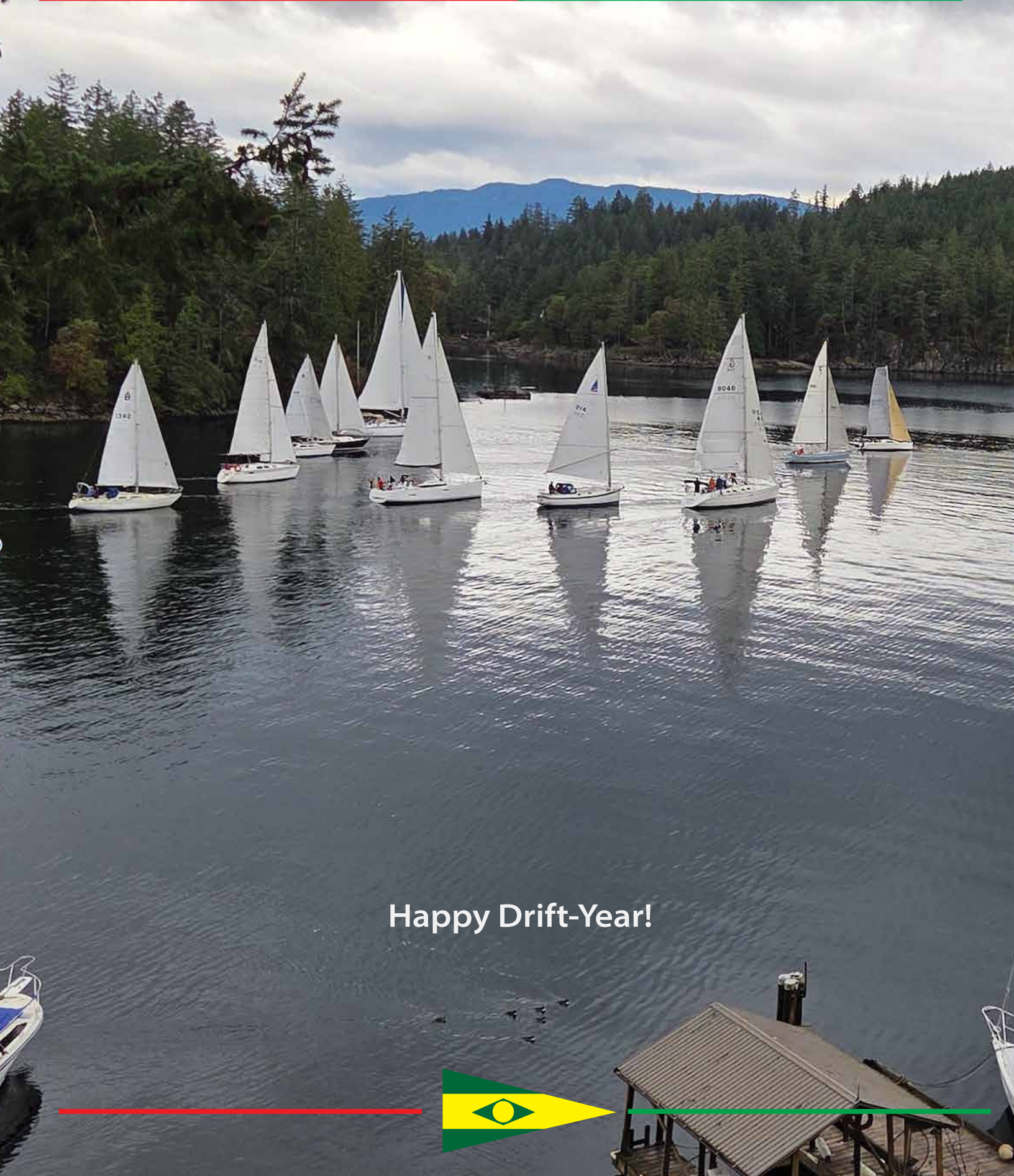


GARDEN BAY SAILING CLUB - Newsletter

Issue 164 January 2026



Happy Drift-Year!



GARDEN BAY SAILING CLUB - Newsletter

Issue 164 January 2026

Race results for December:

Bumpercar	Gross 2	Net 1
Paragon	5	2
Peregrine	7	2
Allegro	12	8
Wings II	14	8
Elua Makani	11	8
Linnea	15	8

We only managed 2
races in December!



Fall Series Results:

Bumpercar	40	30
Peregrine	39	34
Paragon	60	53
Allegro	63	57
Wings II	65	58
Elsa Makani	62	58

Congrats to BumperCar!



Winter Race Series Starts This Weekend!

(although, the weather may have other ideas)

Movie Night, January 8 - 5:30

Next Thursday Andy Paulus will be giving a talk
on his Round Vancouver Island trip

Bring your appetite and enjoy the evening



GARDEN BAY SAILING CLUB - Newsletter

Issue 164 January 2026

Cruise Directors Found!

Thanks to our club members for stepping up to run these great events!

First - Secret Cove - mid to late May - Geoff Chambers on Comfortably Numb

Second - Van Anda - mid to late July - The Hanson's on Cielo

Third - Round Nelson - mid to late September - Peter Jones on Fourth Quarter

While Secret Cove is a race the other two events are definitely CRUISING oriented!
For the other two, all boats set out at the same time but there are no times taken and no awards of any kind. The pot lucks have been amazing and these events should be in your sailing plans!

Annual Dues are Due!

What a bargain!

Works out to about 50 cents a race!

Plus Movie Nights
& Club Cruises!

David Twentyman
<davidtwentyman@dccnet.com>

GARDEN BAY SAILING CLUB



Membership Dues January 1 - December 31, 2026

The annual dues are \$25, please make your payment by e-transfer, or mail a cheque made out to Garden Bay Sailing Club, to 13219 Dames Road, Garden Bay BC. V0N 1S1. Thank You.

Please return this Form if there are any changes

Name:

Street:

Town:

Postal Code:

Phone Number: Cell Phone:

Email:

Name of boat: Type & Size:

Sail Number or Logo Hull Colour:

PHRF Rating (If known) Assigned TCF (If known)



GARDEN BAY SAILING CLUB - Newsletter

Issue 164 January 2026

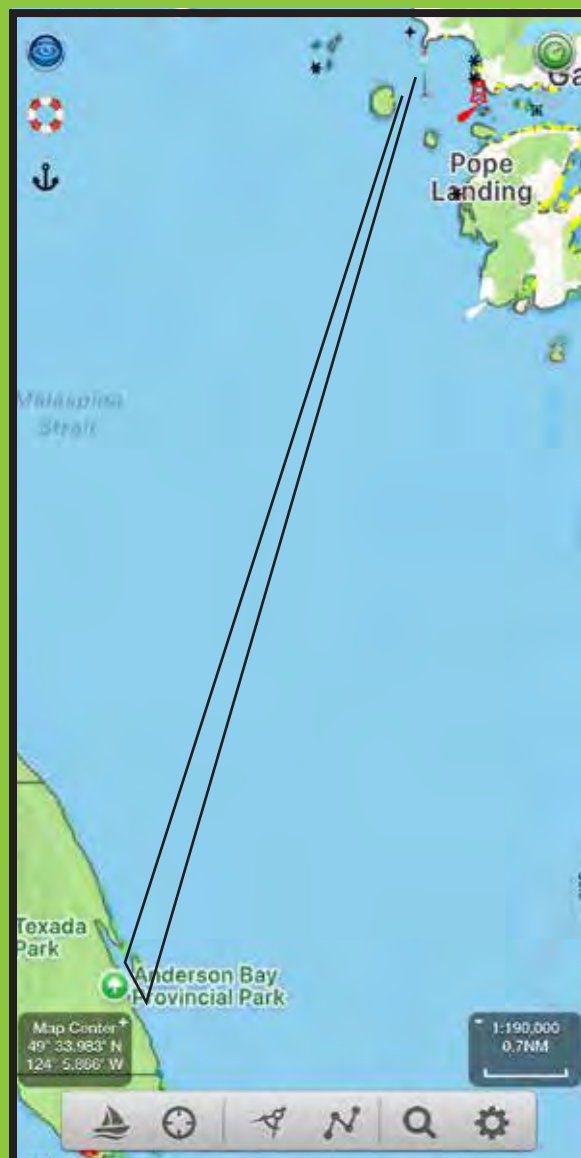
As our club grows and evolves new ideas and interjected into the system. David and I try not to change too much because the club works quite well as it is. Trust me, there are some very dysfunctional clubs out there! However, new ideas and thoughts are always welcome.

The one idea that comes up quite often is more racing outside the harbour over longer courses. Our weather patterns make this a little challenging as it can go from calm to nasty in 30 minutes and visa versa. Also, the variety of boats in the fleet limit these options. The faster boats can easily finish a longer course while the slower ones DNF 3/4 of the way through the race. DNF's aren't a fun way to finish the day.

When choosing a course on race day there is much that has to be taken into consideration. What's the fastest boat and what is the slowest? Is the wind better inside or out? If we go out, what are the chances of the weather changing during the race? If we stay in what are the options for shortening or extending the race?

One new race we are attempting the try is the ABBA. Anderson Bay, Back Again and is about 15 miles - round trip. This will be an outside start earlier in the day. 10:00 start with a cut off at 4:00. This race is VERY weather dependant and this weekend isn't looking favourable.

Got any thoughts or ideas? Speak up!



(DNF - Did Not Finish)



GARDEN BAY SAILING CLUB - Newsletter

Issue 171 August 2026

What has happened here?



GARDEN BAY SAILING CLUB - Newsletter

Issue 171 August 2026

First month of the Summer Series Results:

Comfortably Numb.	Gross 6.	Net 4
Elua Makani.	12.	7
Imagine.	18.	9
Peregrine.	18.	11
Raven Lunatic.	17.	11

Wooden Boat Show - Marine Tailgate Sale

It's on the 9th, the Sunday. Set up around 9:30 with the gate opening at 10:00. Each space is \$10 with proceeds going to the Living Heritage Society. We try and keep it mostly marine related but other stuff is welcome too. There are around 8 spaces available in total with only a few committed so far. Contact me.

What has happened here?

As best as I can figure.... the power cord got stuck in the dock planks somehow. With these windy days we've had it yanked the cord right out of the twist lock plug! The bare wired cord was in the water and still plugged in. Yikes! There is now a loop in the cord on deck before it goes into the boat. Yes, my woodwork needs attention, thanks.

Van Anda was rescheduled!

The weather sucked so the Van Anda cruise and pot luck will now take place
August 15/16



GARDEN BAY SAILING CLUB - Newsletter

Issue 171 August 2026

It's Van Anda Time!

Garden Bay Sailing Club Race Notice

Van Anda Cruise/Race weekend August 15/16

This is not an official race in the GBSC series. Participants are welcome to cruise or sail one or both legs of the event.

The committee boat (CIELO) will start and end the event as a race on both legs for all who wish to compete. Skippers are requested to record their own finish times.

Outbound leg: start 10:00 Saturday August 15

start line: Nares Rock and Cable sign on Pearson Is. Countdown 6, 5 and 1 minutes

Finish line: Van Anda breakwater and Hodgson point.

Homebound leg: Sunday Aug 16 start 10:00

Start will be a "running start" outside the breakwater

Finish: Nares Rock and cable sign

VHF communication on Ch9

Dinner will be potluck on the docks.

We will make time over dinner for briefing on the "running start" for the Sunday leg.

Note that the Texada Boat Club, which runs the marina does not take reservations.

However, the wharfinger is familiar with this annual event and has confirmed that it does not conflict with any other event. We will keep in touch with her, and advise of the likely number of boats. Call-in is on Ch 66A on arrival. Also note: power available is 15amp, not 30.

Please let Sandra or John know if you plan to participate so they can advise the wharfinger of numbers

Sandra: 604 649 5169 or san123@telus.net

John: 604 889 1948 or john@ballantreegroup.com



GARDEN BAY SAILING CLUB - Newsletter

Issue 170 July 2026

Round Bowen ~ Race Report

by RonB.

It took two days to get to Bowen. 130 boats started the race in light winds.
Wind filled in to 15 knots. Wind died. 12 boats finished the race.
It took two days to come home again. The end.

Gibson's Regatta ~ Race Report

by RonB.

I motored from Coho marina over to Deb's dock and we loaded up her gear and all the food for the weekend around noon on Friday. Out of the 4 forecasts one said the 15 knot southerly was supposed to ease off mid afternoon, the other 3 said it was going to stay blowing until late. As the destination was Gibson's we were counting on the optimistic forecast. By 4:00 we were just passing Secret Cove in steady and uncomfortable 15 knot headwinds. We decided to anchor for the night and try again early Saturday morning. The race started at 10:30 so it was going to be an early start indeed, with 20 miles to go.

Secret Spot #1 was chosen for the night. We hadn't been in there more than a half hour when a local rowed over and started the interrogation... Why were we there? How did we know about this spot? How long were we planning to stay? We were told not to tell anyone, etc etc. Truth is, it is a very special little notch in the rocks and should be kept that way. We passed the inspection and spent a very quiet night. I won the cribbage tournament, that night anyway.

Saturday morning, up at 6 and away. Flat water, heavy clouds with a light drizzle and waterspouts in the forecast. The run from Halfmoon Bay to Gibson's is probably the



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most boring piece of coastline in BC but little Allegro chugged on at 5.5 knots against a bit of current in flat water. We pulled up to the start line outside Gibsons at 10:20.

This was the first race of the regatta and was a longer distance one around the Paisley Group of islands near Bowen and Keats. The finish was near Soames point in Gibson's harbour. Being unfamiliar with the way it's done in Gibson's we were a minute late for the start and the last boat across the line, shades of things to come. A nice little upwind breeze took us past Popham and down to Worlcombe Island. We managed to find too much current for our liking and spent quite a bit of time going back and forth too close to beautiful Worlcombe while the rest of the fleet stayed well out and sailed off towards Keats. Local knowledge at work!

Once past Keats it wasn't obvious where the next mark was and the race instructions weren't helpful at all. "Not to scale", "location approximate" and no written description of the race course. Watching the two boats ahead through binoculars, one rounded an empty mooring buoy and the other a big yellow buoy. Calls over the radio to the race committee didn't get a response. We chose the yellow buoy option. There was a time limit on the race and we finished the long course with 8 minutes to spare.

Problem is, the race committee had started a short course race for our division about 20 minutes before. I mentioned that we had finished under the time limit and the race committee said we could just duck the line and start the race. We finished 4th out of 5 in our division even with the late start. I was hoping the race officer would have taken our time as we ducked the line and used that for our race, but no. This would have moved us to second place. I spoke with him later and he mentioned about the wind fading (not really) and getting a race in for the rest of the fleet. Impressed? No. Time adjusted? No.

Sunday the plan was to get as many of the short course windward leeward races in as they could. These races start near Soames Point, upwind to a buoy near Gibson's, a long



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downwind leg to the yellow buoy near Hopkins landing and back to the start/finish line. Each race took about an hour. This event was also the Martin 242 Canadian Nationals and they had their own start with 12 boats taking part. The PHRF fleet of 12 boats was split in to 2 divisions with boats rating between 65 and 245. They had both divisions starting at the same time which certainly presented its challenges. Having such different boats between 26' and 40' all going for the same short line made for a few close calls. Our first start wasn't great with a much more aggressive crowd than we are used to. We finished last but corrected up a point or two.

Race 2, I was determined to get a better start and we did, but not without some drama. We managed to get our nose in right at the committee boat at the right time. Boats were yelling for us to HEAD UP, and I mean YELLING. I hollered back that the committee boat is an obstruction and they can't make me hit it. And, away we went with a great start! The start/finish line was set up with the finish towards the shore using the Soames marker, the committee boat in the middle and the starting pin offshore. With 3 divisions out there this worked well. On our way downwind we were sailing through the start line (allowed) as the 242's were going to their finish on the other side of the committee boat. Well I guess one of the 242's thought we were too close and called a protest against us. There we were getting yelled at again! I said go for it and carried on. That 242 was in 11th place and I heard later that he had spent the day yelling at everyone. Some boats are like that. There was no protest filed and we corrected into 2nd.

Race 3 found us in the middle of this mixed up fleet heading for the line. A boat below us in the other division started to push us up and we were called over early. It must have been darn close as their bow was only a few feet behind ours. It kinda sucks because them being a faster boat in a different division there was really no need to push us over the line. There was a big enough hole to windward so we turned around to duck the line and restart. Just then the fastest boat in the fleet came through on port creating a little havoc with more yelling. Allegro's big sail needs to be treated with respect especially off the wind. If it's not eased out enough the boat wants to round up and all the tiller I can

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give it won't overcome that sail. I asked Deb to EASE EASE EASE! Boats were everywhere and a round up would have been messy. Deb just looked at me and said calmly, "You're starting to sound like them". Shame on me, she was right! We ducked the line and started in last place, again. That was the last race of the regatta.

The venue is amazing. Gibson's bay is wide open with fairly flat water. We had lovely 10-12 knot winds all day with just enough gusts pumping through to keep you alert. The race committee did a great job of getting a bunch a races in, I think the 242's had 5 that day. I felt a little stressed afterwards, sooo different from sailing in Pender. At the awards ceremony later on, we missed the podium by one point.

The plan was to head back to Pender on Monday. Well, now it's blowing 18-20 out of the.... you guessed it, the west. Right on the nose! We waited until 1:30 hoping it would settle down a little and thought that if it was too bad out there we'd turn tail and spend another night in Gibson's. While it was windy, the chop wasn't too bad once we got away from shore a bit. Being late in the day sailing upwind wasn't really an option with the distance that needed to be covered. By the time we got to White Islets off Wilson Creek it was still 12 knots but flat water. We were home by dinner.

Would we do the Gibson's Regatta again? Probably not on Allegro. The venue really suites something faster and more nimble. The 242's were ideally suited but the wet-sailed boats didn't have a chance against the dry-sailed ones. Indeed, the winner of the Canadian Nationals has won the previous 8 years in a row in his polished to perfection 242. The aggressive racing styles of many of the other boats is difficult to deal with. Boats are miss quoting rules to try and fake you out, this isn't good sportsmanship in my opinion. You really have know the rules and be very comfortable with your boat. All the yelling isn't needed at all and much of it is just BS. As DavidT has always maintained Garden Bay Sailing Club, where the racing is fun..... So true.



GARDEN BAY SAILING CLUB - Newsletter

Issue 172 September 2026



The Return "Race" from Van Anda



GARDEN BAY SAILING CLUB - Newsletter

Issue 172 September 2026

September Results

Allegro	Gross 7	Net 3
Elua Makani	16	8
Imagine	18	10
Comfortably Numb	24	19
Wings II	30	21

July/August Results

Allegro	23	19
Elua Makani	28	20
Comfortably Numb	30	25
Imagine	36	27
Wings II	53	42

This year's **Nelson Island Cruise** will take place over the weekend of September 11 to 13th.

More details a couple pages on...

Video Night is Back!

Wednesday September 16

Thursday October 15

Thursday November 19

Wednesday January 13

Wednesday February 17

Wednesday March 17

Wednesday April 14

Things get under way at 5:30. See you there!



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Van Anda Race/Cruise Weekend

By Sandra Hansen

August 15 – 16, 2026

After postponing the event due to weather earlier this month, we decided to press on with the August 15/16 race cruise. Eight boats participated with 7 racing the Saturday leg. The winds on Saturday were light from the southwest which made for a leisurely run with spinnakers flying. Perfect conditions for Raven Lunatic who pulled away from the fleet and easily snagged "line honours" at the short course finish line at Northeast Point on Texada. Brad and Sue also completed the long course at the harbour entrance in Van Anda.

Wharfinger Jenny did a great job of getting the GBSC fleet onto the dock and was a little startled when the crew from Fourth Quarter decided to take a little cool off dip in front of her.

As usual, the appies and snacks were outstanding as was the company and conversation. Thank you everyone for the great food contributions.

Sunday saw light winds with everyone hoping that the Environment Canada forecast for 5 – 15 knots from the northwest would materialize. After a "running start" bracketed by Cielo and Pavana, we were off in 2 – 3 knots from the northwest. The running start concept needs some fine tuning. There was a fair bit of "engine momentum advantage" at the start horn. Alas the wind dropped down to zero and several boats withdrew after some crew whining! The committee boat called off the race at 11:15.

Shortly after noon, the wind shifted around from the Southeast – 11 knots right on the nose. Fourth Quarter kept her mainsail up and unfurled the jib to complete the day under sail when the wind shifted enough to beat into the harbour. Nicely done Peter and crew.

Many thanks to David Twentyman for calculating the results and to everyone who participated.

		Van Anda Race/Cruise						
Garden Bay Sailing Club		Results Leg 1 (Pearson to North East Point)					Saturday, August 15, 2026	
				PHRF	Time Correction	Elapsed Time	Corrected Time	Difference
Position	Yacht Name	Skipper	Boat Type	Rating	Factor	HH:MM:SS	HH:MM:SS	HH:MM:SS
1	Raven Lunatic	Brad Lowell	Seascope 27	90	1.0294	1:54:54	1:58:17	0:00:00
2	Allegro	Ron Badley	Nonsuch 26	234	0.8462	3:00:00	2:32:19	0:34:02
3	Pavana	Rui Costa	Jeanneau Sun Od 389	117	0.9893	2:47:47	2:45:59	0:47:42
4	Linnea	Anders Rahmberg	Albin Ballad 30	201	0.8822	3:09:50	2:47:28	0:49:11
5	Wings II	Andy Paulus	Ariel 48	131	0.9696	2:59:39	2:54:12	0:55:55
6	Cielo	John Hansen	Beneteau Oceanis 41SD	96	1.0202	3:09:20	3:13:10	1:14:53
7	Fourth Quarter	Peter Jones	C&C 44	73	1.1377	3:03:01	3:28:13	1:29:56

Avg: 135



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Issue 172 September 2026

Nelson Island Cruise

Ahoy Sailors. Please be advised that this year's Nelson Island Cruise will take place over the weekend of September 11 to 13th. Departure will be at noon Friday the 11th off Nares Rock with the destination being Blind Bay, where the first potluck supper will be held later that afternoon. From there the cruise takes us to Harmony Islands or Egmont on Saturday, then back to Pender Harbour Sunday. All participants will leave Pender Harbour together, but no finishing times are taken. ...this is a cruise and not a race. Please contact Peter Jones if you plan to participate and/or require further information. pjonesbb0001@gmail.com or 204 979 8421. Monitor channel 9 and hope to see you out there!

Peter



Thanks to the Hansen's for running another fun Van Anda event!



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A Badley Built Winter Project:

The Bargian Harbour 19

Length - 19', Beam - 6'4", Weight - 700 pounds,
Sail area - Lots.



GARDEN BAY SAILING CLUB - Newsletter

Issue 165 February 2026

Club Cruise
Heading to Harmony Islands



GARDEN BAY SAILING CLUB - Newsletter

Issue 165 Feruary 2026

January Race Results - Winter series

	Gross 2	Net 1
Artemis		
Peregrine	5	2
Wings II	8	4
Adelie	2	0
Imagine	3	0
Paragon	5	0
Elua Makani	5	0

Only 2 races and limited participataion make for an odd bunch of numbers!

Club Cruises to keep on your Calander

First - Seecret Cove - mid to late May - Geoff Chambers on Comfortably Numb

Second - Van Anda - mid to late July - The Hanson's on Cielo

Third - Round Nelson - mid to late September - Peter Jones on Fourth Quarter

Movie Night - Feb 12 - 5-:30

Video & PHRF Presentation by Peter Jones

Bring your appetite and enjoy the evening



GARDEN BAY SAILING CLUB - Newsletter

Issue 164 January 2026



Great Boats - Yngling

The International Yngling is a sleek, 21-foot one-design racing keelboat designed for a crew of three, known for its stability, responsiveness, and use as an Olympic class boat in the 2004 and 2008 Summer Olympics. It is often described as a cross between a planing dinghy and a keelboat.

And!

One will be joining our club racing very soon!

Length Overall	20 ft 4 in
Beam	5 ft 6 in
Draft	3 ft 6 in
Weight	1,323 lbs
Ballast	683 lbs
Mainsail Area	95 sq ft
Jib Area	55 sq ft
Spinnaker Area	180 sq ft
Crew (Optimal)	3 people

Still some stragglers for club dues. You know who you are. Oops, I may be one of them!

David Twentyman
<davidtwentyman@dccnet.com>

GARDEN BAY SAILING CLUB



Membership Dues January 1 - December 31, 2026

The annual dues are \$25, please make your payment by e-transfer, or mail a cheque made out to Garden Bay Sailing Club, to 13219 Dames Road, Garden Bay BC. V0N 1S1. Thank You.

Please return this Form if there are any changes

Name:

Street:

Town:

Postal Code:

Phone Number: Cell Phone:

Email:

Name of boat: Type & Size:

Sail Number or Logo Hull Colour:

PHRF Rating (If known) Assigned TCF (If known)

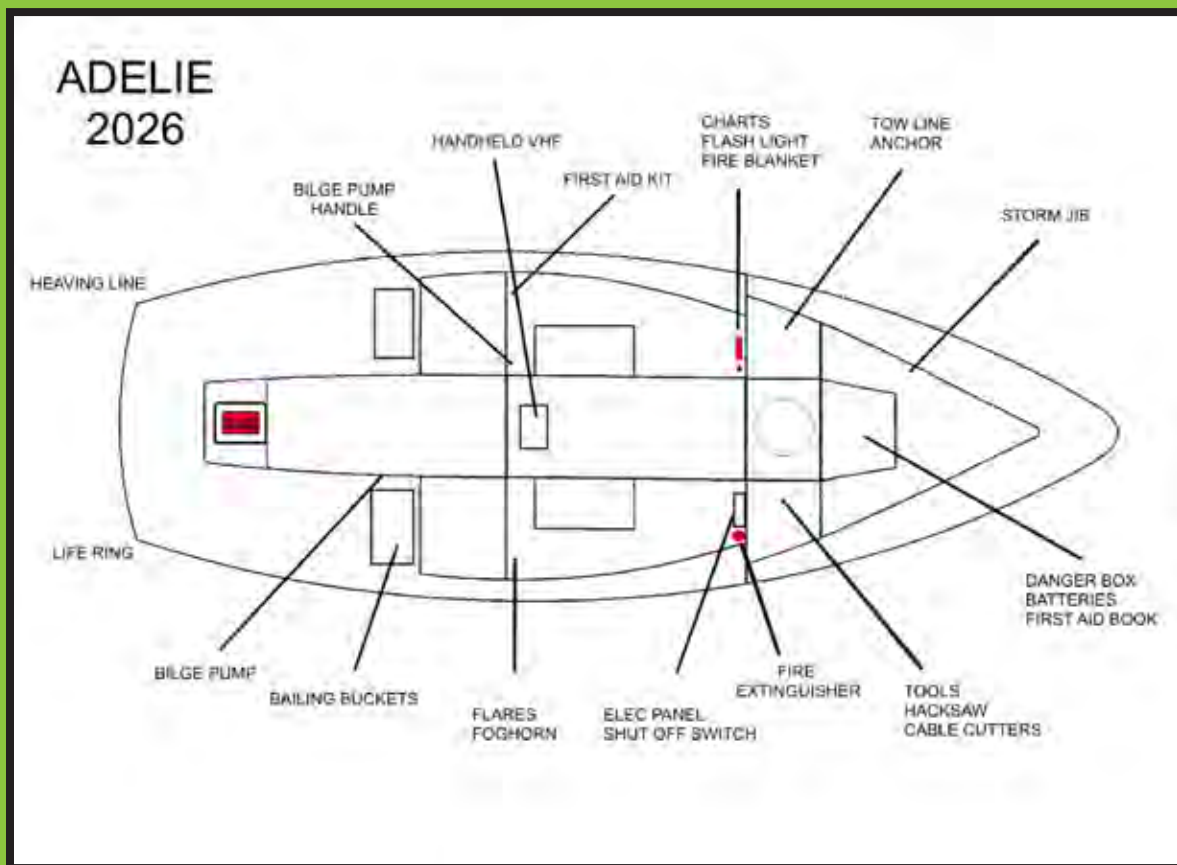


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Issue 164 January 2026

Equipment Plan

GBSC member Chris has made up this excellent drawing for his Cal 20. Other items along this line would be how to use the VHF to make a call and how to start and/or stop the engine. These items would be especially helpful should the skipper get locked in the head or some other equally serious mishap. This is such a great idea. Keep it handy in case of an emergency.



Ship happens.....

Why couldn't the sailors play cards?
Because the captain was standing on the deck.

What do you call a sailboat with only two corners?

I haven't got a clew!

....that sail was a breeze!



GARDEN BAY SAILING CLUB - Newsletter

Issue 166 March 2026

Adelie trucking downwind!



GARDEN BAY SAILING CLUB - Newsletter

Issue 166 March 2026

Race results

Feb				January /February		
TLC	Gross	7	net 4			
Bumpercar		9	5	Peregrine	26	21
Paragon		14	10	TLC	25	22
Peregrine		21	16	Paragon	28	23
Wings II		23	16	Bumpercar	27	23
Adelie		23	17	Wings II	31	24

Still a few outstanding memberships due.
Please contact David to support The Garden Bay Sailing Club.

David Twentyman <davidtwentyman@dccnet.com>

Club Cruises. A few dates are now set....

First - Seecret Cove - May 23/24 - Geoff Chambers on Comfortably Numb

Second - Van Anda - July 25/26 - The Hanson's on Cielo

Third - Round Nelson - mid to late September - Peter Jones on Fourth Quarter

Movie Night - March 12 - 5-:30

Videos & PHRF Presentation by Peter Jones

Bring your appetite and enjoy the evening



GARDEN BAY SAILING CLUB - Newsletter

Issue 166 March 2026

A couple of the dates are now set for the GBSC Club cruises.

First one is to Secret Cove on May 23/24.

This involves a race starting on the Saturday outside the harbour and we make our way down to the the green can buoy near Secret Cove. Everyone gathers at Secret Cove Marina for a pot luck on the dock and a wonderful social get together.

Sunday morning we meet outside near the green can buoy and race back to Pender. The winner is a total of both races.

In the past the finish/start line near Secret Cove has been somewhat... umm, blurry. It's a very long line and judging if you're over or not is difficult. I'll say that this only works in one way. I've yet to see a boat cross the line, sail on a ways, and then report in that they are over. If anyone has any ideas in this regard, let's hear about it.

You must individually get in touch with Secret Cove Marina and reserve your slip for the night. If you've done this with them in the past it's very easy to do online.

secretcovemarina.com

The date for Van Anda is also set for July 25/26. More on this as we get closer.

Other races...

Comox to Powell River - May 16

Round Bowen - June 13

Malaspina Regatta - June 20/21

Gibsons Regatta - July 18/18



GARDEN BAY SAILING CLUB - Newsletter

Issue 166 March 2026

Here is a fun race report from a couple weeks ago

Written by Chris on the Cal 20

I have been sailing/racing for a little over 5 years now. Every boat we race against has a skipper/crew that know a lot more and have more experience than I do. If I want to do well I assume the only thing I can do is work harder than the fleet to try and make up for that. And get lucky.

So yesterday the lesson was:

There is a difference between trying to outwork the fleet and just gambling.

Just Adelie and I today. We had a rare downwind start. Breeze is much lighter than forecasted probably 4-5 knots. I am on the side I want but second row. I was outmanoeuvred by Wings. Not much I can do to force the situation there haha I pop the chute and off I go. I sail around the outside then through the fleet. Eventually leading. Conditions ideal for Adelie vs a fleet of bigger heavier boats and two Martin 244's that don't have kites. Steady light breeze, flat water. I have a sizeable lead out of the harbour. Conditions change from flat to a .3 swell. Wind also gets tricky to gauge. The swell is rolling the sails around faster than the apparent wind plus there are stronger gusts. It's a mess haha but I drop the kite, make the mark, head up and go upwind to sail between the two islands around then around one of them.

The wind drops in the shadow of the Martin Isle. Meanwhile the two Martin 244's are making good time on me. They seem unaffected by swell and light wind ...also sailed by two of the strongest skippers in the fleet.

As I scratch and claw my way around the little Isle the Martins are on my heels. The first, TLC, manages to scoot by me. I'm sure my mouth was agape as they nonchalantly passed me to leeward doing double my speed. The second Martin, Bumpercar, gets close then gets trapped in the lack of air.



.....

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As TLC and I round the isle I catch up then give a bit of ground. Just happy to make it. Going 1.5 knots in front of a Lee shore at one point haha. So we round the corner and TLC starts zig zagging heating up the angles. I'm reaching and surfing doing hullspeed towards the next mark. I am thinking TLC and I have the same VMG towards Nares and they owe me time.

I then get greedy.

I thought I can reach at this angle under spinnaker. So I decide to deploy the kite from the companionway.

I ready the pole, jump back into the cockpit and start hoisting... Foot of the kite is caught on the pulpit, fixed, small twist at the top. Lower a bit, on the deck, untwist, fixed, back in the cockpit. Trimmed! And there goes the mark....

I hop up to the deck, jibe the pole, back to the cockpit jibe the boat. Seas are lumpy, wind is dying a bit, kite is hugging the forestay, back on deck, fixed, trimmed...

I look around, TLC meanwhile is much higher and way out of reach by now almost at the the mouth of the harbour. Bumpercar has rounded the island, the mark and is also sailing much higher than me. All I see is stern. I watch my speed drop and watch the two Martins take off.

At the mouth of the harbour the wind dies and the Martins continue to disappear... I bob listening to my sails slap in leftover swell from last night. As I do Paragon sails up and just past... also trapped but had more inertia. I'm shocked at how close she gets to the giant Red/White marker. Peter seems very relaxed. The two of us then watch Wings II come screaming in then halt.

We start to chat. Andy complemented my spinnaker start. I then tell him about how I got greedy and ended up in my present position.

The wind picks up just enough and we three start to glide down the harbour.

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GARDEN BAY SAILING CLUB - Newsletter

Issue 166 March 2026

Ah ha !! This is my chance! I deploy the kite again. It's a bit of a mess again. And then the wind is flukey, coming from all directions. By the time I drop the kite I am looking at the sterns of two bigger boats.

Greedy! Again!! After telling Andy how I was greedy not 5 min before...

After that is a drift towards the line in "the toilet bowl" sometimes the three of us all on different tacks heading the same way. I'm lucky having the small boat with a clean bottom. I eak my my to the front of the trio and the breeze starts to pick up... it's a 15 min drag race to the line at 2-3 knots of boat speed. I pip Paragon with Wings II closely behind. I also could have very easily finished behind both of them.

We also had Imagine out racing but she got trapped at the island and gave up, motored past us. I think maybe the most impressive part of the race was anything getting past Martin in that sea and wind combo.

I knew right after taking the kite down the second time it was a mistake. I didn't go any faster and it was a distraction from the course and tactics. I then did it again 20 min later lol

The kite is a weapon here but not under all circumstances. Learning learning.

If I stayed under jib on the way back I had chance of winning the race. As it stood I was third, 3 min behind Bumpercar and 13 min behind TLC on corrected time. Or maybe I still get trapped at the mouth of the harbour? Racing... who knows. I am however learning that gambling and sailboats do not mix...

Got a story or an idea for Newsletter content?

Send it to.... <BadleyBuilt@gmail.com>



GARDEN BAY SAILING CLUB - Newsletter

Issue 167 April 2026



Melted Smart Plug. Find out why.....



GARDEN BAY SAILING CLUB - Newsletter

Issue 167 April 2026

Race Results

March:

Paragon 5/3,
Bumpercar 15/8,
Elua Makani 19/11,
Linnea 23/14,
TLC 22/18

For the Winter Series 2026:

Paragon 33/28,
Bumpercar 42/35,
TLC 47/43,
Peregrine 59/48,
Wings II 62/51

Congratulations to PARAGON on the winter series win!

New Date for the Malaspina Regatta

Our club regatta will be held on June 20th this year. The date was changed due to other events already being booked at the legion, other sailing events available in our area and just too many things going on on our past event day, Canada Day.

Book Your Moorage for Secret Cove Race Weekend!

secretcovemarina.com

Still a few stragglers for club dues.

Last call, your name will be removed from the
contact list and you won't be cool anymore.

Movie Night - April 9 - 5-:30

This will be our final movie night for the season
Bring your appetite and enjoy the evening



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1 APRIL, 2026

The background of the box is a blue-tinted image of a sailboat on water.

37TH MALASPINA REGATTA

New Date SATURDAY, June 20, 2026 New Date

**PLEASE NOTE THAT:
REGISTRATIONS & BOOKINGS FOR
HALF-RACK RIBS DINNER, WITH ALL THE
TRIMMINGS
MUST BE IN BY MAY 30**

It is just under three months until we will be hosting the
37th. Malaspina Regatta.

WE WOULD LIKE TO HEAR FROM YOU!

The Race:

We would request all skippers to let us know ASAP if they are planning on taking part in this year's Regatta. The Registration Forms will be sent out at the beginning of July and must be completed and sent back to us by May 30. The Boat Registration Fee is \$40 per vessel. Funds can be e-transferred, or paid by cheque made out to GBSC.

Remember, this is a fun event! Come out and enjoy some family racing, followed by a social gathering and Half-Rack Ribs Dinner, with all the trimmings, at The Legion after the race.

Dinner at the Legion:

It is very important that we know how many people will be coming so that we can keep the Legion advised of the numbers. Please let us have your preliminary numbers, but final numbers must be in by May 30. Dinner Tickets are \$40 each.

We realize that it is early but even a preliminary indication is better than none!

Please let us know **as soon as possible**, davidtwentyman@dccnet.com



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Garden Bay Sailing Club Secret Cove Race Weekend - May 23/24, 2026 -

Notice of Race and Sailing Instructions

The 2026 edition of the Secret Cove Race Weekend for the prestigious Upwood Cup will be held Saturday May 23rd and Sunday May 24th. Races will be on Saturday from Pender Harbour to Secret Cove and on Sunday from Secret Cove to Pender Harbour. There will be a "pot luck" dinner starting at 5:30pm on Saturday evening, on the dock at Secret Cove Marina. Secret Cove Marina has been advised of our plans and is looking forward to welcoming us. Participants must make their own arrangements for moorage with Secret Cove Marina. This can be done online at secretcovemarina.com

Race results will be based on the sum of corrected time for both race days.

Race Format

Saturday May 23 – From start line (Nares Rock to Cable Marker on Pearson Island), to finish line (Q51 green buoy, north end of Thormanby Island, to Red/White marker, Secret Cove entrance).

Sunday May 24 – Reverse of Saturday

Start time on both days will be 11:00am

Time limit will be 4 hours (cut off time will be 3:00pm)

Start Sequence

10:45am – Roll call/check in

10:54am – 6 minute warning sound

10:55am – 5 minute warning sound

10:59am – 1 minute warning sound, engines off

11:00am – Start sound

Communication

All race radio communication will be on VHF 09

Race Registration

All participants are required to pre-register with the race organizer Geoff Chambers at geoffc@janiechang.com. Please provide skipper/owner name, boat model/size, sail number or marking.



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Melted Smart Plug. But, Why?

Alain on Imagine was having electrical issues. Any time even the smallest load was put on his AC system the breakers would trip. Alain did a bunch of Googling and when he couldn't find an answer he asked if I could have a look.

Tom, my son who is experienced in electrical, and I went to Imagine to see if we could help. Every AC plug in the boat was tested for correct wiring. All good. But, sure enough, turn on anything and the breakers would trip. Hmmmm. Could be the main breaker as they don't last forever. But it seemed odd that there was power with no load and even the slightest draw kicked out every breaker that was on.

When in doubt, let it out ...no, that's jib trim... start at the beginning! The shore power cord looked fine as did the plug on the boat. The inside of the plug, different story! It was a melted mess. Seems there was just enough wire left to let the power flow but when any kind of load was applied it would short out.

But why did it melt? Ah ha! If loads are on inside the boat when the shore power is plugged in there is a tiny arc as the electricity tries to jump the gap between the power plug spade and the receptacle. The bigger the power draw the bigger the arc. Eventually a little carbon deposit is built up and this is the first contact point. This contact point gets a little bigger every time you plug in or unplug the shore power. After a few hundred cycles the spade isn't making contact with the receptacle at all and all the electricity is flowing through the tiny carbon build up. Well, that can get hot. Really hot. Hot enough to melt wires and potentially start a fire.

Easy fix... Before unplugging your boat to shore power, turn off the main AC breaker. Then, when you unplug, there won't be an arc as there isn't any load. When plugging in your boat only turn on the main breaker after you've plugged it in, no arc. Easy peasy, no fires.

RonB.



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The story of the Martin 244. Where did that come from?

By Colin Jackson

We had seven Martin 242's in our school in Vancouver. They eventually won out in our typical light winds over Goman 20, Catalina 22, Capri 22 and Cal 20s as the boats we could teach sailing when someone was just 'breathing heavily'. The strong local fleet was also complimentary for those stepping up to racing.

Our boats were getting tired and we had a few mast failures and maintenance costs were climbing on these exceptionally busy boats. I'd been working with Forbes Cooper (of Cooper Yachts/West Coast Custom Yachts) and, after a M242 in California was sacrificed to make brand new molds, I suggested we ship the molds up, build ten new boats (and more for anyone else wanting to partake) and ship the tooling back and forth once vs shipping finished boats one at a time.

Don Martin suggested that he designed the 242 in 1981 and, at that time in 2007, he was working with the America's Cup - measuring the competitors on and off the water in Valencia, Spain. He suggested that for ten boats, we'd be able to build many updates into a fresh design.

On a Thursday in May 2007, we got asked to sail the Swiftsure on a Transpac 52 and, while being on that boat, sitting on the rail next to "the Donald", he talked about how the T bulb keel would make for a boat that could be ramp launched easily. He also pointed out how far ahead we were aboard the newer technology over the 90's Santa Cruz 52 (seen the opposite side of that tale on the Van Isle 360's), but that was an epic trip and the record we set back then still stands today.

The project tied to a re-boot of the Jib Set Sailing Club and to refresh the school. Pretty hard not to love a boat that someone designed for us. We started building in December 2007 and built plugs, molds and 20 boats. 5 went to Ontario and a few to Seattle. Sadly, we were delivering the first client boat the same week that Lehman Brothers went bankrupt and the economic fallout caused a tapering of interest /activity. We had the right boat at the wrong time.

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Ironically, our Martin 242 "Seven" (hull 227) ended up in Hospital Bay with Dave Pritchard competing locally. We had placed third in the M242 champs with the boat just before selling it. That boat was a bit odd because the keel was a bit crooked, so it was way better on one tack than the other. Don Martin's daughter and son in law had been part of the crew. Dave has a different 242 in Gibson's now, and the Championships are in Gibson's this coming July. To fix any older construction issues like crooked keels the jib track and other key placements on the 244 is 'set' into the tooling... providing for much more matched boats.

Fast forward to our nest emptying and a change to escape the big city. It's been piles of fun to use the boat at the GBSC - with and without the dog - and crew at times. Getting Ron to sail the other one made it even better as we had a sistership to play with.

No Boat? - No Problem

The polite version of an old saying....

"If it flies, floats or fornicates, a different commitment may be in order"

JIB SET V3 is a program where members share unlimited use of boats, the back bone of which happens to be the Martin 244. It was that unique version of the future that caused the 244 to be designed and built in the first place.

Bookings for the boats are made using the club's <https://clubwizard.app> and we have regular online sessions and monthly face to face sessions that involve making the boats better in the mornings (maintenance mornings), followed by coaching (mentoring afternoons). Bumpercar will be made available in Pender Harbour if we get a minimum two members to make the \$299 annual commitment plus 12 months at \$199. Members also access shared boats at Granville Island, with more locations to come. Family memberships are also available. Additionally, Martin 244 TLC and a Martin 242 can be made available for a one year exclusive use lease.

Gibsons M242 Championships anyone?? One design fleet for GBSC? All possible!!

More info: <https://v3boats.club>



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Colin Jackson on board Cheeky Monkey
Setting a new Swiftsure Record!



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Spring Race Series Results

May Standings					April & May Combined		
Nexus.	Gross	13	Net	5			
Allegro.		12		7	Allegro.	Gross 27	Net 22
Comfortably Numb.		26		19	Shuriken.	36	28
Shuriken.		31		23	Nexus.	44	36
TNT34.		32		23	Elua Makani.	49	39
Elua Makani		34		24	Wings II.	60	48

One more month to go in this series!

Round Bowen is coming up quick!

June 13 is race day. Allegro is heading to Gibson's on the 11th
and then on the Bowen on the 12th. Wings II is joining us.
Anyone else?

Malaspina Regatta ~ June 20

22 Boats are entered for our event this year!

Gibson's Regatta ~ July 18/19

Allegro is going, how about you?

The Next Club Cruise is.....

Van Anda Weekend ~ July 25/26



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Garden Bay Sailing Club Secret Cove Race Weekend Race Results Congratulations to TNT!!!

		Secret Cove Race/Cruise						
Garden Bay Sailing Club			Results Leg 1 (Pearson to Secret Cove)				Saturday, May 23, 2026	
				PHRF	Time Correction	Elapsed Time	Corrected Time	Difference
Position	Yacht Name	Skipper	Boat Type	Rating	Factor	HH:MM:SS	HH:MM:SS	HH:MM:SS
1	TNT 34	Jerzy Kostanski	TNT 34	36	1.1338	2:15:30	2:33:38	0:00:00
2	Bedlam II	Alan Slater	C&C 41R1	153	0.9516	2:43:25	2:35:31	0:01:52
3	Imagine	Alain Catteau	Hunter 30	190	0.9056	2:58:58	2:42:04	0:08:26
4	Nexus	John Mattison	Newport 33	195	0.8997	3:01:07	2:42:57	0:09:19
5	Pavana	Rui Costa	Jeanneau Sun Od 389	110	1.0114	2:42:05	2:43:55	0:10:17
6	Comfortably Numb	Jeff Chambers	Beneteau First 32	152	0.9529	2:54:32	2:46:19	0:12:41
7	Elua Makani	Sean McAllister	Beneteau 42s7	105	1.0188	2:45:36	2:48:43	0:15:05
8	Allegro	Ron Badley	Nonsuch 26	220	0.8714	3:19:20	2:53:42	0:20:04
9	Wings II	Andy Paulus	Ariel 48	124	0.9911	3:11:14	3:09:32	0:35:54
10	Shurikan	John Verver	FT 10	55	1.0996	DNF		
11	Fourth Quarter	Peter Jones	C&C 44	69	1.0757	DNF		
				Avg: 143				

		Secret Cove Race/Cruise						
Garden Bay Sailing Club		Results Leg 2 (Secret Cove to Pearson)					Sunday, May 24, 2026	
				PHRF	Time Correction	Elapsed Time	Corrected Time	Difference
Position	Yacht Name	Skipper	Boat Type	Rating	Factor	HH:MM:SS	HH:MM:SS	HH:MM:SS
1	Allegro	Ron Badley	Nonsuch 26	220	0.8632	1:06:41	0:57:34	0:00:00
2	Elua Makani	Sean McAllister	Beneteau 42s7	105	1.0092	0:57:32	0:58:04	0:00:30
3	Imagine	Alain Catteau	Hunter 30	190	0.8971	1:05:35	0:58:50	0:01:16
4	Comfortably Numb	Jeff Chambers	Beneteau First 32	152	0.9439	1:07:14	1:03:28	0:05:54
5	TNT 34	Jerzy Kostanski	TNT 34	36	1.1232	0:58:05	1:05:14	0:07:41
6	Bedlam II	Alan Slater	C&C 41R1	153	0.9427	1:09:27	1:05:28	0:07:54
7	Wings II	Andy Paulus	Ariel 48	124	0.9818	1:07:19	1:06:05	0:08:32
8	Pavana	Rui Costa	Jeanneau Sun Od 389	110	1.0018	1:06:07	1:06:14	0:08:41
9	Nexus	John Mattison	Newport 33	195	0.8912	DNS		
10	Fourth Quarter	Peter Jones	C&C 44	69	1.0656	DNR		
11	Shurikan	John Verver	FT 10	55	1.0893	DNR		
				Avg: 136				

		Secret Cove Race/Cruise						
Garden Bay Sailing Club			Final Results				Sunday, May 24, 2026	
				PHRF	Time Correction	Elapsed Time	Corrected Time	Difference
Position	Yacht Name	Skipper	Boat Type	Rating	Factor	HH:MM:SS	HH:MM:SS	HH:MM:SS
1	TNT 34	Jerzy Kostanski	TNT 34	36	1.1232	3:13:35	3:37:25	0:00:00
2	Imagine	Alain Catteau	Hunter 30	190	0.8971	4:04:33	3:39:23	0:01:57
3	Bedlam II	Alan Slater	C&C 41R1	153	0.9427	3:52:52	3:39:31	0:02:05
4	Elua Makani	Sean McAllister	Beneteau 42s7	105	1.0092	3:43:08	3:45:11	0:07:46
5	Comfortably Numb	Jeff Chambers	Beneteau First 32	152	0.9439	4:01:46	3:48:13	0:10:47
6	Pavana	Rui Costa	Jeanneau Sun Od 389	110	1.0018	3:48:12	3:48:37	0:11:11
7	Allegro	Ron Badley	Nonsuch 26	220	0.8632	4:26:01	3:49:38	0:12:12
8	Wings II	Andy Paulus	Ariel 48	124	0.9818	4:18:33	4:13:50	0:36:25
9	Nexus	John Mattison	Newport 33	195	0.8912	DNF		
10	Fourth Quarter	Peter Jones	C&C 44	69	1.0656	DNR		
11	Shurikan	John Verver	FT 10	55	1.0893	DNR		
				Avg: 136				



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Jerzy from TNT
got some great
pics from the
Secret Cove
Weekend!

Next Cruise
is to
Van Anda!



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Records Fall at Swiftsure 2026 — And Garden Bay Sailing Club Was There

By Colin Jackson

The 81st running of the Swiftsure International Yacht Race delivered some of the fastest sailing the Juan de Fuca Strait has ever seen, and members of the Garden Bay Sailing Club were aboard two of the boats at the centre of the action.

The 2026 Swiftsure races got underway on May 23rd, with the long-course fleets tackling distances ranging from 75 to 138 nautical miles across the unpredictable waters of Juan de Fuca Strait. Of the 99 boats registered across four races, the weather played a significant role, with westerly winds expected to build from light in the morning to around 25 knots by the afternoon. They were heavier than expected (starting moderate and building to peaks of high 30's for some) - conditions that would prove ideal for record-breaking times.

It turned out to be that kind of day. Multiple course records fell across the various Swiftsure races, in what race observers described as a fast and furious edition of the Pacific Northwest's most celebrated offshore event.

Among the competitors making news were two boats with close ties to Garden Bay Sailing Club: All of It - (the boat formerly known as "Westerly") - skippered by Ben Mumford, took the Cape Flattery record, and Cheekee Monkee, with Colin Jackson aboard, took 40 minutes off the previous Juan de Fuca multihull record. For a small but passionate club nestled in Pender Harbour, having members competing at this level - and on record-setting boats - is a point of real pride. Colin was previously aboard "Braveheart" in 2007 with Don Martin - and that record did not fall this year.

Cheekee Monkee, the F-45RC catamaran skippered by Kim Alfreds of the Royal Vancouver Yacht Club, is no stranger to Swiftsure glory, having previously taken the overall win in the Juan de Fuca Multihull Race on corrected time - and second last year. The boat has a long and storied history in the race and is known to many Pender Harbour sailors - having previously taken Line Honours at the Malaspina Regatta, the Garden Bay Sailing Club's own annual showcase event.

Now, Cheekee Monkee will return to GBSC waters. The boat is set to compete in the 37th Annual Malaspina Regatta on June 20th — while Captain Kim has a memorial to attend, he's loaned the boat to Colin and son Cody.

The Malaspina Regatta is a distance race outside the harbour, organized by the Garden Bay Sailing Club, with a dinner and prize-giving at the Legion following the race. The regatta's scheduling has been in transition in recent years, and the June 20 date represents the club's latest effort to find the right spot in the summer calendar.

There's an interesting further connection - Kim's father, the late Les Alfreds, founded the original Jib Set Sailing back in 1965 and Colin's father bought the assets of that business back in 1990, years after its founder passed and Kim headed to the US and away from the boating business.

Colin launched Jib Set 'version two' with the purpose built Martin 244 design. Even though they only lived 30 min away from each other, Colin, Cody and Kim finally met at TGI Fridays in Subic Bay in the Philippines about a decade ago, where they were there to connect with legendary designer Ian Farrier and builder Mike Mallory (also builder of Mail Order Bride... first winner of the R2AK "Steak Knives"). Ian sadly passed unexpectedly on Colin's birthday back in 2017.

While Cody sold Ron his Cal 20 Artemis (Cal 20's being the backbone of the original Jib Set), he returns to sail his first Malaspina Regatta and swing back with 'the Monkee' on Father's Day this year. The 244 Bumpercar will be part of Jib Set v3 - launching end of June 2026.

For Garden Bay Sailing Club members who crewed aboard All of It and Cheekee Monkee at Swiftsure, the experience of racing in record conditions on the strait - then bringing that energy back to the club's own regatta — is exactly the kind of connection that keeps local sailing vibrant. Whether chasing elapsed-time records off Clallam Bay or jockeying for starting position around Nares Rock, it's the same love of sail and sea.

Eyes in Pender Harbour will be on the water June 20th. This is one boat where it's not bad luck to bring bananas - essential in fact.

One of the very interesting things I found about this article is the tangled web that bind our sailing community, RonB.



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Allegro - Spring Series Winner!



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Spring Race Series - Final Results

June Standings			Series Results		
Peregrine.	Gross 9.	Net 3	Allegro.	49.	44
Elua Makani.	12.	6	Elua Makani.	61.	51
Imagine.	10.	6	Shuriken.	67.	59
Raven Lunatic.	13.	8	Nexus.	82.	74
Paragon.	16.	13	Imagine.	86.	79

Summer Series Starts This Weekend!

Malaspina Regatta,

I am happy to advise the membership that in the collection made at the door we were able to raise \$249, which the Club matched and made a donation to Pender Harbour Food Bank of \$500.

It has been the endeavour over the last number of years to run the Malaspina Regatta at a break even. This also covers donations made to RCM-SAR, the Committee Boat and the cost of engraving all the Club awards etc. I am pleased to say that this was almost accomplished with a Loss of only \$240

Cheers, David Twentyman

Membership,

We seem to be attracting a number of enquiries about the Club, and many of them are looking for crewing positions or novices and are wanting to learn or experience sailing. The following people have approached us, or joined in the recent months.

Lets make them welcome:

Andrew Van Dyk.	Novice looking for a crewing position.	250-300-8687	kydnav@live.ca
Mike Fleming (Member)	Experienced, looking to crew	604-358-2380	mike.fleming1631@gmail.com
Vadim Dym (Member)	Crewing, and volunteering	604-690-1260	vadimd@gmail.com
Tim Grant	Looking for crew on Huges 38	604-808-8377	timgrant@21stcenturymodern.ca

Cheers,

David Twentyman



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It's Van Anda Time!

Garden Bay Sailing Club Race Notice

Van Anda Cruise/Race weekend July 25/26

This is not an official race in the GBSC series. Participants are welcome to cruise or sail one or both legs of the event.

The committee boat (CIELO) will start and end the event as a race on both legs for all who wish to compete. Skippers are requested to record their own finish times.

Outbound leg: start 10:00 Saturday July 25.

start line: Nares Rock and Cable sign on Pearson Is. Countdown 6, 5 and 1 minutes

Finish line: Van Anda breakwater and Hodgson point.

Homebound leg: Sunday July 26, start 10:00

Start will be a "running start" outside the breakwater

Finish: Nares Rock and cable sign

VHF communication on Ch9

Dinner will be potluck on the docks.

We will make time over dinner for briefing on the "running start" for the Sunday leg.

Note that the Texada Boat Club, which runs the marina does not take reservations.

However, the wharfinger is familiar with this annual event and has confirmed that it does not conflict with any other event. We will keep in touch with her, and advise of the likely number of boats. Call-in is on Ch 66A on arrival. Also note: power available is 15amp, not 30.

Please let Sandra or John know if you plan to participate so they can advise the wharfinger of numbers

Sandra: 604 649 5169 or san123@telus.net

John: 604 889 1948 or john@ballantreegroup.com



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Gibson's Regatta ~ July 18/19

Allegro is going, how about you?

Multihulls at the Malaspina 2026 - Divide & Conquer

By Colin Jackson

Some Back Story,

I sailed with Jerzy last fall on TNT - which stands for 'The New Trimaran' by the way. Jerzy said that he liked to start behind people to stay out of the way. "But you owe time to everyone out there - why don't we start when the gun goes off and then stay in front?"

The strategy worked - we legged out on the group enough to win line honours. Over a late lunch, we determined that we won on corrected time as well. At that point, Jerzy discovered the rating of Captain Ron's 'new to him' Nonsuch. When he started to complain about said rating, I offered that complaining about another boat's rating on a day that we won both line honours and on corrected time equated becoming "a sore winner". Easy to complain when you do everything right and lose, not so much after squishing the competition like bugs.

Delivering Cheeky Monkey,

It's like being loaned your parent's car for the road trip... only my parents didn't have a Ferrari. Winds gusting to 30 knots which involved beating towards Thrasher Rock and then tacking over to just north of Sechelt. Upwind at 12 knots is 'interesting' ... apparent wind felt to be around 40 knots, so a couple reefs started things off - and the miles click off faster than you'd expect! We also had ample time to learn about wave piercing bows and what a powerful boat does going to weather. I'd only just dried out my lucky fleece from Swiftsure and there I was in the fire hose of salt spray once more. Oh well, now I know the windward helm is wet going to weather (especially when nobody sitting in front to block spray) and the leeward side

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winches are best equipped with optional periscopes and breathing assistance when roaring downhill. Not the fastest learner... but getting wet does force coping and adaptation - Darwinian sailing strategies.

We pulled into the Garden Bay RVYC outstation. Looking over towards halted progress on the Garden Bay Pub rebuild, I called Captain Ron (~ Pender Harbour Yoda perhaps). First, I learn they had a stop work permit, then I learn there's a division for multihulls in the Malaspina Regatta. Only two boats, but hey, at least there's someone to really play with. Not unlike me and Ron battling on matching Martins, we now have our challenge in hand.

Pre Regatta,

While speaking with Captain Ron, I noticed the rudders of the Monkee were not pointing the same direction... one a bit different than the other. Ron, being more experienced with multihulls than I, and more mechanical than I (heck, my dog is more mechanical than I), suggested that is due to the Ackermann effect. That being a geometric arrangement where the 'outside' turns farther than the inside to compensate for the 'outside' vs 'inside corner'. Learn something new every day and that was both this geometry lesson and how to sail with a snorkel - bonus - two things! (three, if you count don't rebuild a pub without a permit).

We got everyone aboard the next morning and headed out for a wee practice with our band of merry men (none of whom had ever raced this boat but me - and none - save this father and son on a Martin/Cal 20 - who had ever raced together). After dropping the pin below the spinnaker further into Davey Jones Locker and relying on my son to sort out (also far more mechanical than both my dog and myself), we set off from the dock for an early start and dry run.

Well, by the first turn of the wheel once underway, I realized the Ackermann effect would not normally see rudders turning in opposite directions... that is more ineffective and inefficient in all aspects. It's also a massive bummer after travelling over 50 nm via Gabriola Island to get here.



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As the 'welcome back to sailing' for GBSC's newest member, Mike Flemming of Hospital Bay, the opportunity to fix an exotic boat in a home location had surfaced (they say sailing far far away is about fixing boats in exotic locations - this is the more home grown version of that.) Rustling our rigger, Raymond from www.ropemonkeys.net by phone, we were able to commence reconnecting the now disconnected rudders.

As we wandered with differential thrust on two motors past Sean's Beneteau, we had greetings from his voice above. Remain calm and carry on. I kept the boat in place while the others worked their magic with spectra and raw ingenuity. Keep up casual conversation while not being able to move much. Check. Before too long, we seemed to have the boat back to normal (as much as that boat can be used in the same sentence as the word normal anyways).



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The Race,

We proceeded out and practiced. The spinnaker came out - but it didn't come back in promptly. We ended up dropping the massive kite on deck and using a lot of sail ties to secure it. Boats were checking in and it was time to get back to the start. Considering the boat is 26 feet wide, we were delighted to find a spot on the favoured end of the start line and, within a few minutes, we were romping along at what was about twice the speed of others, albeit at a bit lower angle.

We ended up rolling into a second steering loss. This was a very different problem. We took the lead and ran as fast as we could into a fairly large hole. As boats sailed up and saw the parking lot we had become trapped in, they turned north and worked their way around the hole which we had discovered. That hole caused a fairly significant lack of steerage.

Eventually, the southerly filled in as forecast, and we got to demonstrate how to take half a downwind leg to get the spinnaker up, which had been tied to the deck, back up and pulling. With steering and some speed, we found a nice spot just ahead of Sean on his Beneteau to get the kite back down in the less than elegant fashion.

At this point, there was only two boats to claw back. The Jeanneau 389 and TNT. Managed to get one, but, like us, TNT didn't have a bunch of metal hanging under it, so, like us, sailed to the short course finish with boat speed in the 'teens'. Had there been a longer race, we might have had enough runway to take off, but that was not to be our day.

Overall, we didn't win (heck, pretty sure we corrected closer to last than first), but we did pretty well with a jury rigged boat that we'd never sailed together 'in tact'. Massive thanks to the crew and a big congrats to Jerzy, who legged out without me this time (and on me!).

Now that the GBSC has a multihull division, it is clearly time to get more out. I know that my family is far happier on flatter / faster platforms.



GARDEN BAY SAILING CLUB - Newsletter

Issue 170 July 2026

Colin would love to start up a Multihull school and has a couple of matching trimarans and a partly finished big catamaran available.

The idea involves time around here in the summer and time in warmer areas in the winter. ...the trimarans are on trailers!

Interested? Reach out to Colin...

colinjacksonv3@gmail.com

