



THE CROW'S NEST

LADYSMITH YACHT CLUB
FALL 2022



Message from the Commodore:

Shirley Tripp

Hello LYC

Now that the Summer cruising is at an end and we are moving (like a light switch) from warm and dry to wet atmospheric rivers, it is with a sigh that I visit our vessel and look at the winterization tasks.

In looking through our ship's log, we had a very busy LYC boating season with 4 rendezvous get-togethers at Maple Bay, Montague Harbour on Galiano Island, Saysutshun (Newcastle) Island Marine Park and Telegraph Harbour Marina on Thetis Island. Terry and I also planned a subsequent 5-day getaway back to Montague Harbour Marine Park and Poet's Cove on South Pender Island ... then, Mother Nature decided to play a prank on us...a gale force warning which would impact our travel from Poet's Cove to other destinations on our list, like Beaumont Marine Park, or Ganges, or Winter Cove/Lyle Harbour off Saturna Island. This gale force would (apparently) last for 3 days and limit our ability to get home. Yikes! So, to avoid bad weather,

uncomfortable sea conditions (with two pooches), and the need to tie up at places for many days, we decided to get out of dodge and head home.

Imagine our skepticism when we were cruising over flat calm waters towards Ladysmith, and our outside voices were confirming that we were doing the right thing, but our inside voices were saying 'stay out', it cannot be that bad. As we tied up, we went home and waited for 2 days for the gale force to appear. It did, but with reduced winds. Lesson learned...if it looks ok, smells ok, feels ok...then, it's ok. Just keep moving forward with backup plans in your pocket, should you need them, and enjoy whatever comes your way.

That is what we do when we plan for activities in our Yacht Club. We plan for the best meetings, presentations, potluck Fridays, etc., and whatever happens, it all works out.

For the remainder of the year, and into next year, we will plan for get togethers which will inform, inspire, and even test your skills, so be aware of upcoming constant contact messages which will let you know what is planned, and we will all make the best of it and learn together.

See you at the Clubhouse,

Shirley Tripp
Commodore, LYC

Upcoming Events:



Potluck

Join us for our Potluck dinners, this **first Friday** of every month!



Members meetings

Want to learn something new and socialize with great people? Join us for our monthly members meetings on the **second Tuesday** of the month!



The Commodores Gala will take place on March 11th, 2023, at the Eagles Hall.



On Dec 10, 2022, there will be the Christmas Lights Cruise starting at Ladysmith Marina at 17:30, then goes to Transfer Beach, then Boulder Point past Lagoon Bridge and returns to home base (SARS building, Government Dock, LMS, Ladysmith Marina). Join us afterwards at the Clubhouse for some seasonal cheer!

Want to know more about the happenings at the club? Follow us on Facebook at: <https://www.facebook.com/LadysmithYachtClub>

THE BLIND LEADING THE BLIND

The Club Rendezvous at Thetis is an amazing event! One of the highlights is the Blind Dinghy Race. This year, Past Commodore David Grimstead added the colour commentary to the event. Congratulations to Nancy and Luigi for your winning efforts!

1. Pre-beginning beginning ... oh my David, can't we get this going?
<https://www.youtube.com/shorts/LAgRwSeJDIA>
2. An explanation is needed!
<https://www.youtube.com/shorts/5Xd30jBbhhE>
3. And so it begins!
<https://youtu.be/yUb00upKAN4>
4. Oh my!
<https://www.youtube.com/shorts/0UMBnmMXSUM>
5. It's a race to the finish
<https://www.youtube.com/watch?v=Wg8EqKk6w>
6. Finally
<https://www.youtube.com/shorts/APbo1MBF9Mo>
7. It's always Friday
<https://www.youtube.com/shorts/D1heGT2h2el>



How was the boat turned into a party boat? Through pier pressure.



Feline Crew!

At LYC Rendezvous Last summer, you may have run into crew members Leo, Squatchy, or Lucia. These feline sailors have adapted to life aboard and have logged many sea miles. Living with a boat cat is similar to life with a dog, except that cats have the convenience of onboard "heads" in the form of litterboxes, so they don't require late-night or early morning dinghy trips ashore when at anchor. Like humans, cats have diverse personalities, so the more gregarious will enjoy walks along the dock and visits with everyone, whereas the more shy examples will only venture forth from the cabin when the rum or cat food has run out. As experienced crew, boat cats will usually find a comfortable place to snooze during passages, often on the settee or quarter berth, as these areas have the kindest motion in rougher seas. At night, boat cats are known to patrol the ship for stowaways, but captains are advised to close companionways, lest their feline crew seek adventures ashore or desert to a more attractive vessel.

Gordon Coulman, Northern Comfort



Get 'em while you can! Hot deals from LYC members!

For Sale – Heavy Duty 20 x 35 foot tarp, \$ 30.

Terry Davies 250 466 4402



Wanted: A member of our club is wondering if anyone might be interested in co-owning a 30-foot sailboat or to look at starting a co-op in Ladysmith? Contact Paul Scott paulamayscott1962@gmail.com

Beware SPOOKY electrical systems on your boat!

After the obvious perils of hitting something or running out of fuel, electrical problems are right up there as the main reasons you can have a *really* bad day on the water, but they can be avoided with some basic steps. The gremlins can affect engines, navigation, communication, entertainment, water, refrigeration, and anything else that uses electricity, and can range from a light not working to a total black out of all power.

I have written in the past about the real dangers associated with 110v systems but in this piece, I wanted to focus on the lower voltage (12 or 24v) systems and what to do and how to check to ensure your installation is safe and reliable.

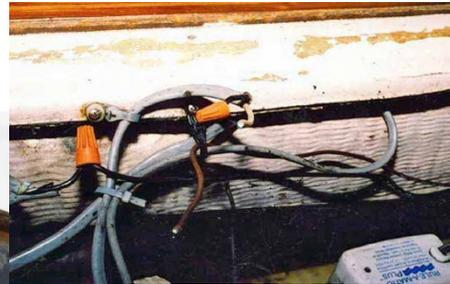
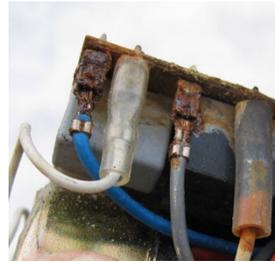
When I was in England, I used to restore older British cars, and many of these had wiring designed by the Joe Lucas company, known to enthusiasts as “The Prince of Darkness!” due to their dreadful reputation for unreliability. Often the root cause of this was the use of bare copper “push-on” connectors which, when exposed to the delightful English weather and salt on the roads, turned a most attractive green colour from copper oxide and turned into one-way diodes! (It is notable that early battery chargers USED copper oxide rectifiers as diodes ...). I remember one car that had got to the point where putting the brakes on also sounded the horn, which while it may be good from a road safety point of view, caused untold aggravation to other drivers and was *not* what the designer intended!

So how does this relate to boats?

The main problem relates to the moist, salt-laden air that our vessels live in, and especially in times when fog is around, this corrosive vapour penetrates every crevice – even if you are in a boat shed – and condenses onto all surfaces especially metal ones. When the water part of the mixture evaporates it leaves a thin layer of salt crystals and these are hydrophilic, meaning they absorb and retain water, so you really have a concentrated salt solution constantly sitting on your electrics which will immediately start corroding any unprotected surfaces.

The only real way to prevent this situation is to stop the corrosive vapour contacting the metal parts of the connection or bare copper wire. Fortunately, modern materials can largely come to the rescue in the form of tinned marine wire, tinned terminals and heat shrink connectors, as well as things like dielectric grease, and later boats are usually pretty well protected from this problem. Unfortunately, many of us (including me!) own older boats that were built before these issues were well understood, the materials were available, or the makers really cared about it, and we are left with the problems after maybe 40 odd years of exposure when it then becomes a fairly big job to fix.

The main culprits for corrosion in electrical systems, as well as the



dreaded “push on” connectors mentioned, are

things like using non-sealed “automotive” type crimps that act as little moisture reservoirs, or even (shudder!) Marettes (wire nuts) that have no place anywhere on a boat!

Copper wire that is not tinned, especially if it also only has a few strands (and not the many strands that true marine cable has), is a particular problem as the moisture will ‘wick’ up the strands, turning them black and eventually corrode to the point that the associated connector will loosen or even fall off.



So what should we do to prevent this? These are a few basic steps, especially for new installations:

- 1) Use marine-rated wire in the correct gauge for the application. This will be tinned, in the correct colours (more on this later), and have a large number of strands that make it flexible to absorb vibration and provide multiple current paths to spread the load and provide redundancy
- 2) All splices should be protected with adhesive lined heat shrink tubing and either crimped or properly soldered and the number of joints minimised
- 3) All terminals used should be ‘ring’ type and with adhesive heat shrink around the wire
- 4) All connections, e.g. terminal blocks, should be coated with dielectric grease or sprayed with special protectant like that made by CRC for battery terminals



Finally, a quick word on wire colours. As a marine installer, my particular nightmare is when I come across

a boat where most of the wires seem to be black (and of course none are labelled!)

From my perspective, a black wire can be either:

- Hot 110v ac(!)
- -12v or 0v DC
- Some other colour originally but turned black due to diesel, oil, dirt, or corrosion over 40 years

This is why before starting any work I turn off the 110v inside the boat on the main breaker and then unplug the 110v (or possible 220v with 50A supply) cable from the shore pedestal. I also turn off the inverter in case that leaps into life when I least expect it and puts 110v up my arm! ⚡🤯🔄

Modern boat wiring standards have designated yellow for the 0v return for -12v or 24v systems to avoid at least SOME of the above confusion and all new work should conform to this, but of course that does not help in the case of an older boat wired to the previous standards.

I hope this has helped to raise awareness of the potential wiring issues that can cause strange effects or ruin your entire day, and as usual, please give me a call if you need help in the case of your particular boat.

Happy boating and stay safe out there!

Tim Hornett, White Light Marine

Thank You!

For years, all the returnable containers left at the top of the ramp at OBMG Ladysmith were collected and all proceeds were donated to the Canadian Cancer Society. After the passing of our guardian angel who did this work, the Lion's Club of Ladysmith has taken on this responsibility. Through

their efforts they have been able to continue the legacy, expanding their donations to other worthy causes.

How can you help?

1. Place your returnable containers in the bins at the top of the ramp.
2. Discard all garbage/wrappers/lids etc. to make the sorting that much easier for the volunteers.



Ladysmith Lions Club
 PO Box 2293
 Ladysmith, BC
 V9G 1B4

E-mail:
 ladysmithlions@gmail.com

Mr. Richard Kinar
Ladysmith Yacht Club

October 31, 2022

Dear Richard,

The Ladysmith Lions Club would like to thank the patrons of the Ladysmith Yacht Club for the ongoing support and donations of bottles and cans, in helping us raise funds for our projects.

Over the last few weeks, the Ladysmith Lions Club was able to donate \$2000 to the Cops for Cancer Tour de Rock assisting children and their families affected by pediatric cancer. The Club has also donated \$500 to the Royal Canadian Cadet 257 Parallel Squadron Ladysmith B.C. for their continued development of youth in the community.

With your help we will continue to support the many projects that affect our community.

Warmest regards,

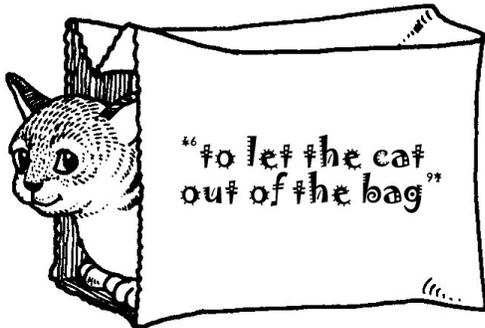
The Ladysmith Lions Club
 Lion Allen McDermid
 Club Secretary



HMCS Oriole spent many years at Esquimalt and was entered in several Swiftsure races. Check out this video shared by Bill Rendall – a true piece of Canadian Boating history!

<https://youtu.be/GHhPHIXy1c>

So fascinating! Thanks Bill!



If only half the stories I've heard are true, Vice Admiral (Bugsy) Boyle (Royal Canadian Navy, 1941 – 1977) earned his nick name by being a bit 'quirky'. I've had access to a few papers that Bugsy wrote. This (and possibly future) article is adapted from his 'Seal Language Washes Ashore'.

The rich colourful vocabulary of the sea from generations past is still a vibrant part of today's English language. Going to sea in the era of 'wooden ships and iron men' was not for the faint of heart. Sailors were considered a 'rough lot' and not to be trusted by their

superiors. Discipline was harsh and sailing captains were often not of the lenient or merciful type.

'To let the cat out of the bag' aboard a square rigger 200 years ago would have brought chills to the spine of a seaman. Someone who had committed an offence sufficiently grave enough in the eyes of his Captain, to have the cat of nine tails removed from its canvass bag.

This cat was made of nine lengths of cord, each about 18 inches long with three knots at the tip and attached to a larger rope that acted as a handle. A flogging with the cat would at least cause severe wounds and could cause crippling or even death. Today it means nothing more than to reveal a secret.

A two-foot cat added to the fully extended of the floggers arm required a good deal of working room which led to the expression '**not enough room to swing a cat**'. Today it refers to cramped quarters just as it did in the days of sailing ships.

A sailor's misdeeds were recorded daily but the punishment was carried out on the following Monday leading to the expression '**Blue Monday**' – that depressing day when we return to work after a weekend.

There were gentlemen and there were seaman, but the seamen were not gentlemen: and the gentlemen were not seamen.

Macaulay

**Your jokes are keeling me
Rudder you than me**

A friend has cooking utensils on his exotic yacht.

Pyrex of the Caribbean.

