



# THE CROW'S NEST

LADYSMITH YACHT CLUB

EDITION: 2026-03 (March)



Photo: LYC members enjoying the evening at Telegraph Harbour, September 2025

Ah winter. When will it end? Here in Alberta, it is relentlessly dragging onward, although the days are now noticeably longer. Laurie and I have been sticking closer to home, as our granddaughter is living with us while she attends college in Edmonton. We are taking full advantage of this rare opportunity, although sailing life exerts a strong pull that won't be resisted for much longer. I have been living vicariously through LYC member Mark Weir, who has been commuting between beautiful deserted anchorages all winter. I have enjoyed Mark's photos and videos immensely. See Mark's fascinating article and stunning images in this edition of the *Crowsnest*!

In this edition of the *Crowsnest*:

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I hope you will enjoy my lighter take on the Collision Regulations. It is hard to liven up such a dry subject, but I gave it my best shot. I have a personal connection to the COLREGS, as you will see in the [Wreck of the Princess Alice](#).

A reminder that I am always on the hunt for interesting *Crowsnest* stories, recipes, destinations, and photos. You can send them to [crowsnest@ladysmithyc.bc.ca](mailto:crowsnest@ladysmithyc.bc.ca)

Gord Coulman, Editor.

# Upcoming Boat Shows

Here are some of the upcoming events:

- BC Boat and Sportsmen's Show: March 6-8, Tradex, Abbotsford.
- BC Outdoors Show: March 13-15, Chilliwack Heritage Park.
- Edmonton Boat and Sportsmen's Show: March 19-22, Expo Centre.
- BC Boat Show: April 30–May 3, at Port Sidney Marina in Sidney, BC.



# Recipe

## Fruit and Nut Crackers

You are probably familiar with the excellent store-bought version of these delicious crackers, made in Canada and available in many different varieties. This recipe is for those who would prefer to make their own, perhaps adapting the ingredients for reduced sodium or an allergy. For boating, you may wish to prepare them in advance, as they require two rounds of baking separated by an overnight visit to the freezer. The finished product keeps well without refrigeration and is the perfect complement to a soft cheese such as Boursin or Imperial Cheddar.



## Ingredients

- 1/2 cup all purpose flour
- 1/2 cup whole wheat flour
- 1 teaspoon baking soda
- 1 1/2 teaspoon kosher salt (that's a lot of salt. We left it out)
- 1 tablespoon fresh rosemary, finely chopped (or 1 tsp dried)
- 1 tablespoon fresh thyme, finely chopped (or 1 tsp dried)
- 1/2 teaspoon cinnamon
- 1/8 teaspoon nutmeg
- 1/8 teaspoon black pepper
- 3/4 cup dried fruit, chopped (apricots, figs, dates, raisins, cherries, etc)
- 3/4 cup nuts or seeds, chopped (pecans, pumpkin seeds, pistachios, walnuts, almonds, sunflower seeds etc)
- 1 tablespoon orange or lemon zest
- 1 cup milk of choice (we used oat milk, but any kind works)
- 1/4 cup honey

## Instructions - Day 1

1. Preheat the oven to 350°F and line two mini loaf pans (6" x 3") with parchment paper, or you can use foil pans.
2. Add both flours, baking soda, salt, herbs, cinnamon, nutmeg, pepper, dried fruit, nuts and zest to a large mixing bowl. Stir until well combined. Stir in the milk and honey until well combined and no streaks of honey remain.
3. Divide between the 2 mini pans. Bake for 25-28 minutes, or until a toothpick comes out mostly clean.
4. Let cool to room temperature, then wrap tightly in plastic wrap and freeze for at least 4 hours, or overnight. (You can also leave them frozen for up to 3 months, as long as they are tightly wrapped.)

## Instructions - Day 2

5. Preheat the oven to 300°F.
6. Remove from the freezer and use a serrated knife to slice into 1/8" thick slices. Place on a baking sheet lined with parchment paper.
7. Bake for 12 minutes, then flip each cracker over. Bake for another 12 minutes, then check for doneness. If they aren't quite done, flip again and cook for another 3-8 minutes. They should be golden brown and feel dry to the touch, but they may still look soft due to the fruit. Don't worry - they will crisp up as they dry! See storage information below.

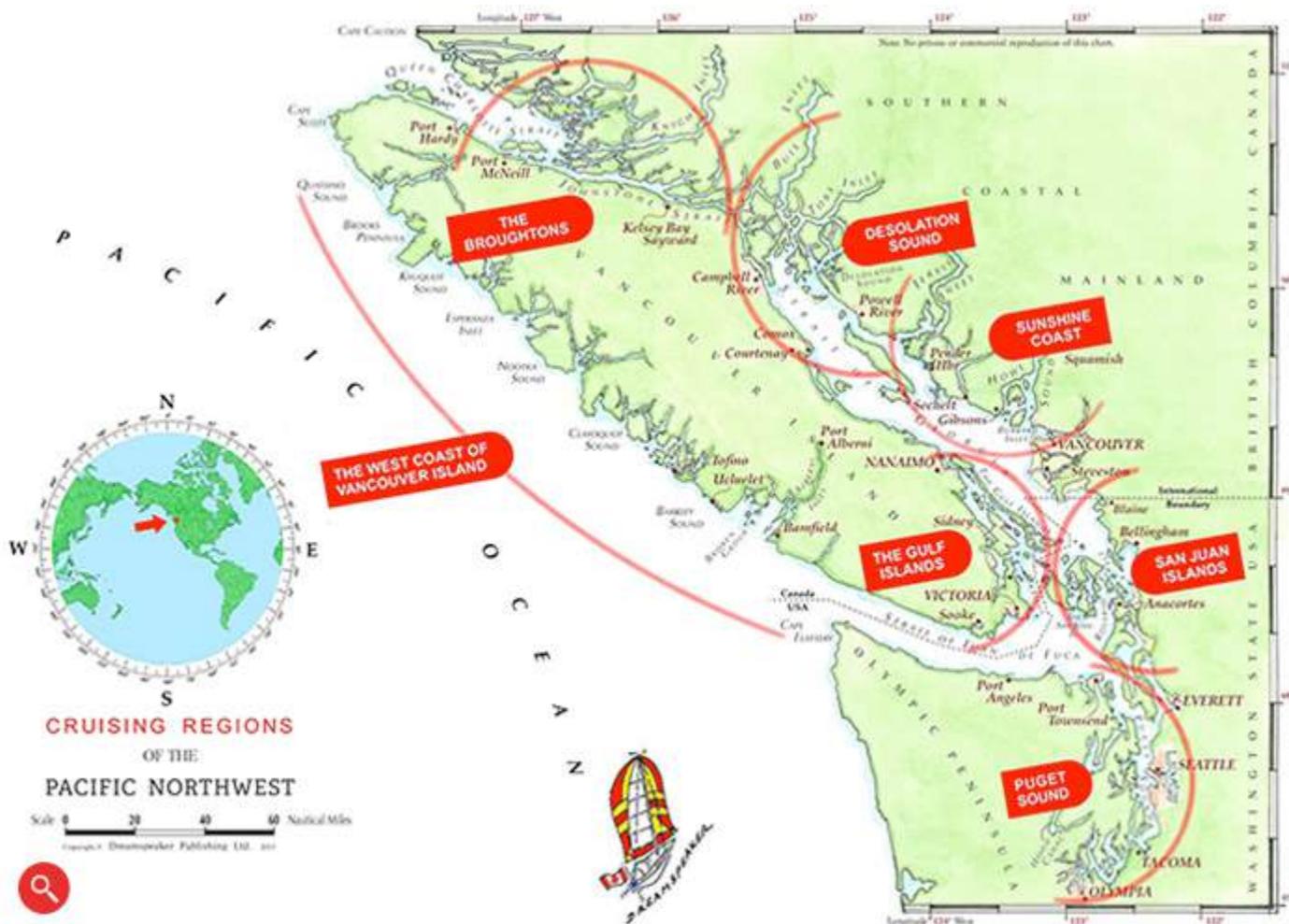
## Notes

- Loaf pan size: We used two of these mini loaf pans for this recipe. The size is about 5 1/2 inch x 3 1/4 inch. You can also use one standard size loaf pan (~8 1/2" x 4 1/2"), but if you do, the crackers will be much longer and shorter. This may also change the cook time.
- Bake time: When you're baking these in loaf pans, use a toothpick to test doneness. If it comes out clean, you're ready to go.
- Second bake: You'll know your second bake is done when the crackers turn a nice brown color - almost like the rye chips in a package of Chex mix. They'll be slightly crispy, and will harden up even more as they cool.
- Use a serrated knife to slice the frozen loaf into about 1/8" slices.
- Freeze and bake later: You can bake several loaves of these and then wrap tightly in plastic wrap and freeze for later. If stored properly, they will last for a few months in the freezer. When you're ready to bake, simply remove from the freezer, slice and bake.
- Storage: Store leftovers in an airtight container for up to a few days. If they start to get soft from the dried fruit, you can always pop them back in the oven for a few minutes to crisp them up. Note that dried fruit with higher moisture content (like apricots or figs) will make these go soft faster than fruit like dried cranberries.

# Book Review

## Dreamspeaker Guides

Anne and Lawrence Yeadon-Jones



I'm sure that most of our members are familiar with these indispensable cruising guides to the West Coast, with seven different editions covering the vast area from Puget Sound all the way to the Broughtons. Every volume is meticulously researched by Anne and Lawrence, and includes beautiful illustrations of the best anchorages, often showing where their 36 foot sloop Dreamspeaker was moored. There is sage advice about local hazards, and the Desolation Sound volume talks about the best ways to navigate the rapids of the Discovery Islands.

Available from [Harbour Publishing](http://www.harbourpublishing.com), \$49.95 each

# Understanding the Collision Regulations

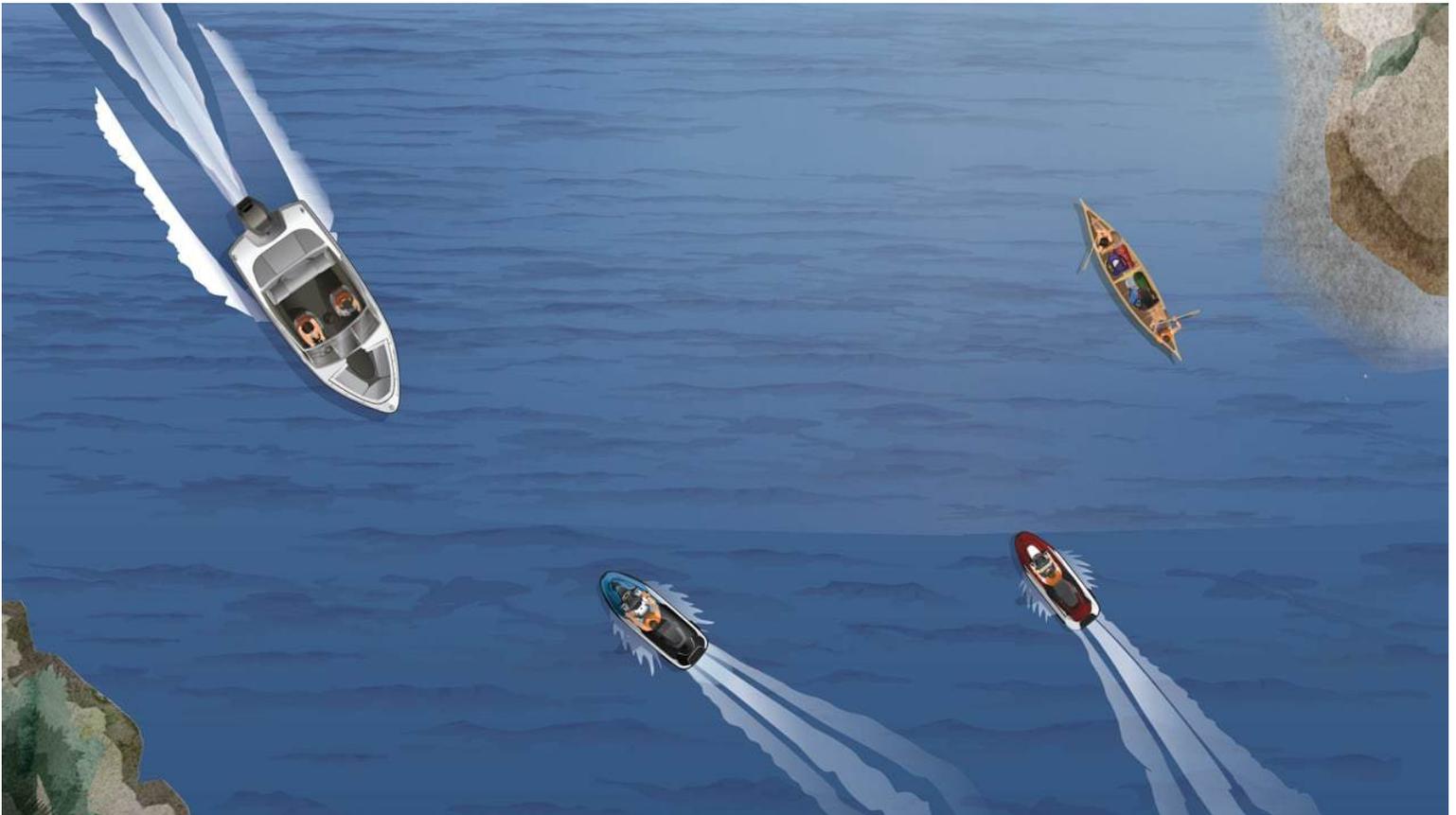
Ah yes, the COLREGS. Simple in theory, but ever so complex in application.

We have all been here: “Does that other boat see me? I’m the stand-on. Why isn’t she giving way? Is there anyone at the helm?”

Most boating courses will touch upon these in some way, perhaps as lightly as “avoid running into other boats” or as deeply as “per rule 1, para (b) Nothing in these Rules shall interfere with the operation of special rules made by an appropriate authority...and so on”

Needless to say, most boaters have only a vague notion of the existence of the COLREGS, never mind the safe application thereof. Fear not, LYC members, for I am here to give you a reasonably accurate, yet “nutshell” version.

Here is a link to the [full official 1972 version](#), which you should probably also read, especially if you have trouble sleeping.



# Part A - General

Rule 1 - The rules apply to everyone. No surprise there.

Rule 2 - Don't ignore the rules, you are responsible. Again, you probably knew that.

Rule 3 - General definitions. "vessel", "seaplane", "underway", etc. You get it.

# Part B - Steering and Sailing Rules

## Section 1 - Any condition of visibility

Rule 4 - The rules apply even if you CAN'T see anything. Yep.

Rule 5 - Vessels must maintain a look-out. This rule sounds like common sense, but you might be surprised at how uncommon good sense actually is.

Rule 6 - Vessels must maintain a safe speed, taking conditions into account.

Rule 7 - Vessels must assess the risk of collision, using all available means. See also rule 5.

Rule 8 - Take action to avoid collision. Do it early. Make the action noticeable. This is probably the most important rule, along with rule 18.

Rule 9 - When in narrow channels, keep to the starboard edge and don't get in the way. Don't even think about anchoring in there.

Rule 10 - Traffic separation schemes (pink areas that look like divided highways on Navionics). Stay out of them. You will be glad you did.

## Section II - Conduct of vessels in sight of one another

Rule 11 - The rules also apply if you CAN see each other. Did we really need this rule? Asking for a friend.

Rule 12 - Two sailing vessels. Yes it's complicated. If you are sailing, you should probably just avoid other sailboats unless you are racing, in which case you probably understand this rule already. Here goes: if the wind is on your port side, stay out of the way. If you are to windward (upwind), stay out of the way. If you aren't sure, just stay out of the way.

Rule 13 - Overtaking. If you are the one overtaking, stay out of the way. Otherwise, just go about your business.

Rule 14 - Head-on Situation. Always pass port-to-port. It's really that simple. See also rules 5,7, and 8.

Rule 15 - Crossing Situation. If the other vessel is to starboard, stay out of the way and if possible, cross behind it. See also Rule 8. Is the other vessel a ship? a ferry? a barge? a fishing boat? See rule 18.

Rule 16 - Action by Give-way Vessel. If you are the give-way vessel, take early and substantial (obvious) action. See also Rule 8.

Rule 17 - Action by Stand-on Vessel. Just because you are the stand-on vessel, you still might have to take action (rule 8). If you are crossing (rule 15), never turn to port. "Turn to port, see you in court".

Rule 18 - Responsibilities between Vessels. The key to this rule is to give-way to less maneuverable vessels. It really is that simple. If you are in a maneuverable power-driven boat, you need to keep out of everyone's way (barges, ships, ferries, fishing boats, under sail, etc.). Ditto if you are sailing, except power boats also have to avoid you. If you are a sailboat, but are using your engine, surprise! you are a power boat, see the above. Be especially careful of tugs towing barges, they move surprisingly fast, ferries are even quicker.

### **Section III - Conduct of Vessels in Restricted Visibility**

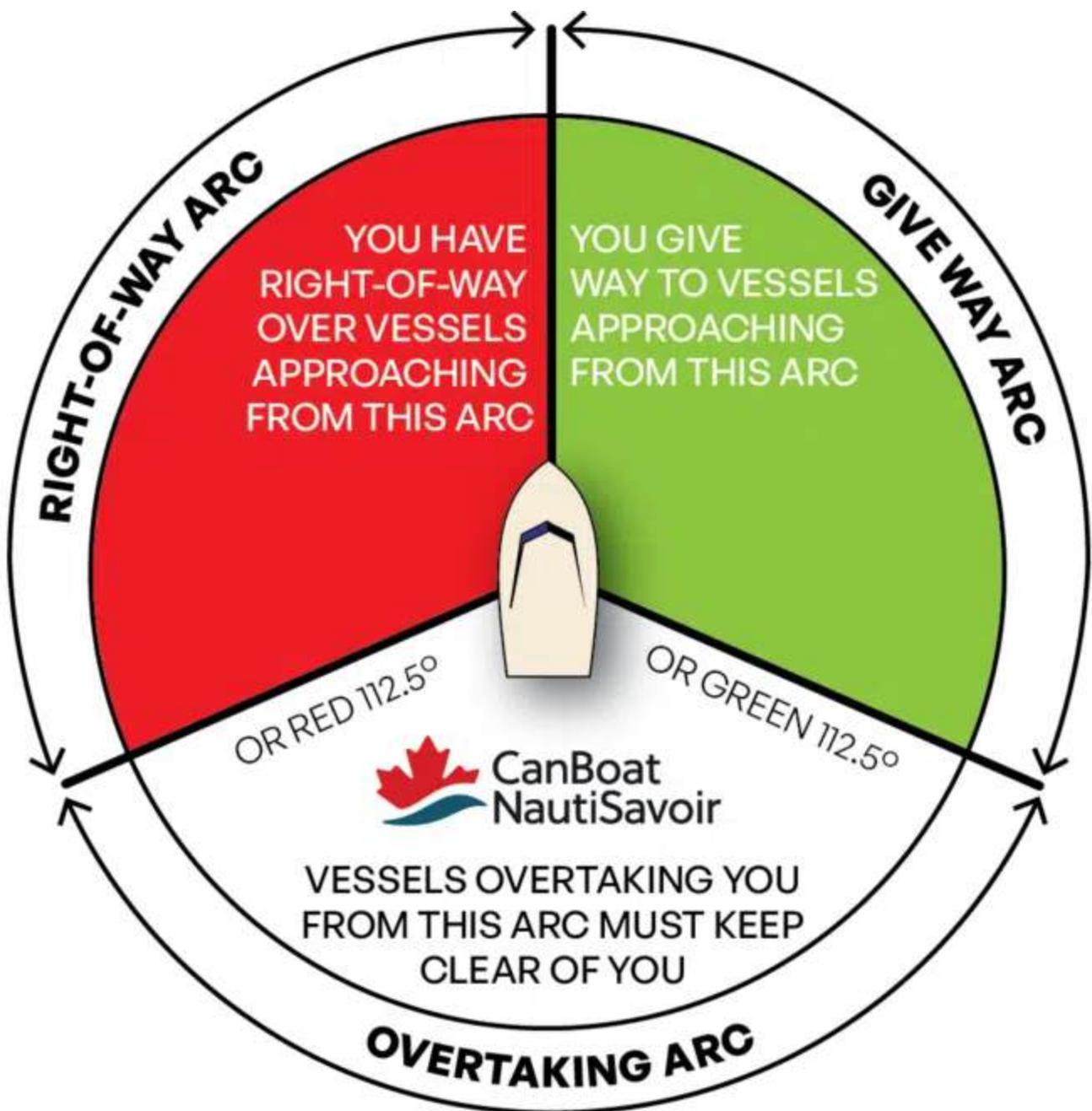
Rule 19 - If you can't see, slow down and be extra careful. Maybe even stop.

# Part C - Lights and Shapes

This section lists the requirements for lights at night as well as special shapes to be displayed during the day. Maybe I'll cover this in a future article, but for now I'll say this: If you have a choice, don't go boating at night, it is much more dangerous. At anchor, make sure your anchor light works and that you turn it on at night. Even though you have an anchor light, you can still leave other lights on, closer to the water, where other boats can see them.

## Notes:

- Consider getting an AIS, it makes a huge safety difference, especially in limited visibility or busy areas. My AIS has collision warnings and automatically calculates minimum crossing distances and times.
- Inspect your radar reflector. If it looks old and corroded, get a new one. Stealth is undesirable.
- Never hesitate to use your VHF radio to clarify a potential collision situation. This becomes much easier if you have an AIS, because the other vessel's name will be displayed. If you don't have an AIS, use your binoculars. Captains of ferries and other large vessels will be pleased to know your intentions.
- Have an air horn or electric horn handy. If no one is at the helm of the other boat, a horn should get their attention. Five short blasts.
- The image that follows is from CanBoat (former Canadian Power Squadron) and is also available in a decal from C-Tow. If you are at a boat show, you might get one for free.



Some basic rules:

1. Power boats give way to sailboats and paddle craft
2. Sailboats give way to paddle craft
3. Sailboats under power are considered power boats and give way accordingly.



"Remind me to throw that shirt in the trash when we get home."

# Wreck of the Princess Alice

I have a personal connection to the development of the COLREGS. In 1878, my great-great-grandfather James Coulman was killed in the wreck of the Princess Alice, a pleasure cruising vessel on the River Thames that collided with the collier (coal carrying ship) Bywell Castle. Fortunately for me, he was older at the time and had already raised his family. Over 600 people died, although an exact count was never made. An official inquiry held by the Board of Trade found that the Princess Alice was on the wrong side of the river after rounding a bend at night.

Victorians learned from their disasters and a number of important maritime safety improvements resulted, including:

- Reinstatement of "Keep to Starboard" Rule: Following the inquiry, which found that the Princess Alice failed to follow proper passing procedures, the previously suspended rule requiring ships to keep to the starboard side in narrow channels was strongly reinforced and implemented in 1880.
- Improvement of Signaling: The disaster brought attention to the need for better communication between ships. Subsequently, the adoption of emergency signaling lights (whistle signals) was prompted to aid in clarifying maneuvers.
- Improved Vessel Traffic Management: To reduce the risk of collision between large ships and smaller passenger boats, the Royal Albert Dock was opened in 1880, helping to separate heavy traffic from commuter/excursion traffic in the Thames.
- Increased Scrutiny on Manning and Overcrowding: Investigations revealed the Princess Alice was under-manned and dangerously overcrowded, prompting stricter, although not always immediately effective, scrutiny of passenger capacity.
- Marine Police Upgrades: The Metropolitan Police updated their Thames patrol from oar-powered to steam-powered launches, improving future rescue capabilities.
- Long-Term Impact on COLREGS: Lessons regarding the danger of "end-on" encounters (when two ships meet directly) influenced the development of modern International Regulations for Preventing Collisions at Sea (COLREGS), particularly regarding traffic separation.



Artist's impression of the Bywell Castle colliding with the Princess Alice, 1878

For a more detailed analysis of the collision, see J.F. Kemp's excellent article here: [https://www.transnav.eu/files/The\\_Colregs\\_and\\_the\\_Princess\\_Alice,7.pdf](https://www.transnav.eu/files/The_Colregs_and_the_Princess_Alice,7.pdf)



Photo: Celtic cross memorial at Woolwich Cemetery

# LYC Member's Forum

If you have not already done so, please register to use the new Member's Forum. Instructions are below.

Note: It might take a day or two, as Owen and Fiona might not see your request right away. If you have any issues registering, please reach out and we are happy to help. Feel free to post anything related to boating or the club.

## To register:

1. Visit [www.ladysmithyc.bc.ca](http://www.ladysmithyc.bc.ca) and click on *Members Registration*
2. Enter this one-time passcode to request an account: *myLYC*.
3. Enter your information on the account request form and click *Register*. We'll confirm your membership by email and activate your account. This may take a couple of days.

Once registered, you will have full access to the forum and the exclusive members-only part of the LYC website (log in with your personal password and check the "keep me signed in" box for instant access going forward).

If you are unsure if you are already registered, you can try to change your password. If you are registered, you will be able to change it.

If you have any difficulty, just email [forum@ladysmithyc.bc.ca](mailto:forum@ladysmithyc.bc.ca) for assistance. We hope to see you soon in the virtual club-house!

# Destination - Russell Island

Russell Island is located just outside of Fulford Harbour, off the south end of Saltspring Island, 27.6 nm from Ladysmith. The entire island is a marine park and has a dinghy dock and walking trails throughout. The island was obviously a home to indigenous people over a long period of time, as evidenced by the numerous shell beaches. In more modern history (1886), a family of Hawaiians (Kanaka) settled there and the island was occupied off and on by their descendants until becoming part of the Gulf Islands National Park Reserve. For more information on the Hawaiians, click [here](#).

The anchorage on the north side of the island is well protected, although there is only room for about a dozen boats before it becomes too deep. An alternative is to anchor overnight at nearby Fulford Harbour, which is quite sheltered, especially from the northwest; just be sure to stay clear of the ferry terminal.



Photo: the anchorage and dinghy dock on the north side of Russell Island



Photo: views to the south



Photo: a shell beach

# 2026 Cruising Schedule

**April 24-26:** Thetis Island Marina (Susan)

**May 20-24:**

Maple Bay Marina, May 20, 21 (Carmen)

Mill Bay Marina, May 22

Todd Inlet, May 23, 24

**June 18-21:** Pages Marina, Silva Bay (Carmen)

**July 13 - 27:** Commodore's Cruise to Desolation Sound

This cruise is flexible: you are welcome to join the Commodore for a day or two, or come for the entire two weeks. The final itinerary will be determined by the level of interest and, of course, the weather.

**August 24- 27:** Telegraph Harbour Marina (Mindy)

As per usual there will be "appy" hours, dinners out or arranged, physical activities, games and prizes, maybe some educational presentations and some SURPRISE events.

If you have a new activity you would like to lead, be sure to talk to the person coordinating the event and they can explore the idea. The more people involved the merrier....

Carmen Campbell-Hewitt, 2026 LYC Staff Captain

Mindy Coles, LYC Staff Captain Assistant

# Princess Louisa Winter Cruise

By Mark Weir

Well, my annual winter cruise to Princess Louisa Inlet took place this year from January 18-24, 2026. Many of you have no doubt made the required pilgrimage to the Chatterbox Falls but how many have enjoyed this magnificent cruising destination in the “offest” of off seasons? The hardy group this year consisted of nine sturdy powerboats. Two of our flotilla were singlehanded and seven had crew.

The Intrepid Mariners:

- Greg & Cindie “Aurelia” North Pacific P42\*
- Gary & Danielle “Belo” Norstar 36\*
- Etienne “Kuredu” Horizon 65\*
- Karen & Rob “Sounder” Mainship 34\*
- Matt & Martina “Eudora” Nordhaven 40\*
- Mike & Jenna “Escalade” Nordhaven 50\*
- Kathy & Greg “Spanish Angel” Meridian 54\*
- Dean & Sherry “Atlantis” Nordhaven 60\*
- Mark “XXIV VII” North Pacific 42\*

Boats arrived on their own schedules spread out from Jan 18-22. Several travelled in a group with boats joining from Victoria, Nanoose Bay, Ladysmith, Vancouver, Anacortes, Gig Harbor and Poulsbo.

Competent radar/AIS and radio proficiency was put to the test as virtually the entire fleet crossed the Strait and travelled up Jervis Inlet and the Reaches in dense fog and zero visibility due to the high pressure system that locked the area in a persistent low fog for much of the cruise. Once up at the Falls, this high produced striking weather and crystal clear skies. Mornings were foggy but by midday, the weather lifted into glorious sunshine.

Happy hour was 1300-1500 on the dock as that was when the sun got in and brightened things up. Beach fires and hot dog night in the Pavilion warmed the crews at night.

Several in the fleet were experienced long distance voyagers and stories of Alaska, Mexico and Florida-Panama were described. Plans were discussed for upcoming trips to Mexico and circumnavigating Vancouver Island this summer , along with tales of adventure at sea on our coast.

Two of the boats used Princess Louisa as their jumping-off point for a connecting cruise up into Desolation Sound and the Broughton Archipelago.

All that is needed for a truly magical cruising experience to Chatterbox Falls is a well-founded boat, a hardy crew, a sense of adventure, zero time constraints and above all, a dependable furnace!

Happy cruising  
Mark & April  
MV XXIV VII









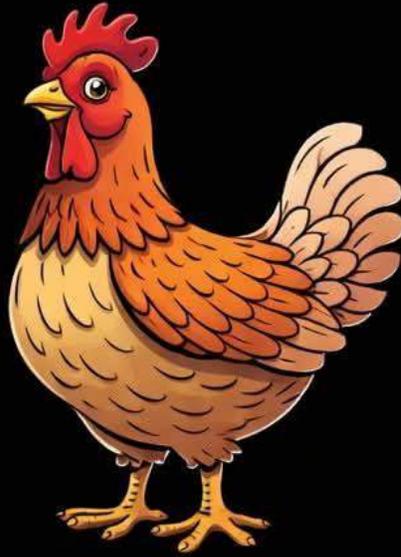








**This is a dog**



**If you see a chicken  
the you must need  
to go sailing.**

OLD BOAT SAILOR

