

## BOARD OF DIRECTORS

**President** - Lew Penney  
**Vice-President** - Colin Craig  
**Secretary**- Len Mayea  
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### Directors

Ian Hammocks  
Lyle Kuhnert  
Pete Edgar  
Hylton McAlister  
Arie Van Dyk  
Michael Schaefer

**Past President**  
Robert Fox



## MEETING DATES

As we look forward to 2009 the following dates have been set for **General Meetings**: 17 January, 21 March, 16 May, 18 July, 19 Sept. 21 Nov.

These meetings are on Saturday mornings at 9:30 a.m. at the library pod at the Maritime Centre.

You are encouraged to attend and be involved with your Board of Directors. You are part of the decision making process at these meetings.

The opposite months will be **Board of Directors** meetings. As a member you may attend a directors meeting as a guest. At these meetings you are not part of the decision making process, although your comments and questions are welcomed.

These meetings will take place at the same location and time on 21 Feb., 18 April, 20 June, 15 Aug., 17 October, 19 Dec.

We look forward to a very busy and successful 2009.

## CONTACT INFORMATION

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Printed by the Cowichan Press

## PRESIDENTS REPORT

Well another summer has almost come and gone. I am sure that many miles of water has passed under our keels and many pleasant memories of the adventures.

This summer the Centre has been a busy place; many visitors, boat building courses, boat festivals to attend, work parties, boats being hauled, painting and all sorts of things being given the good old "spit and polish".

Thank you all for making it happen. A special thanks to our two summer student employees, Ashley and Scott. They are a dynamite crew!! Wish you both well in the future and trust this experience will serve you well.

With all this summer activity and the emphasis being placed on the Centre, I want to remind our mates of the benefits provided to our membership and the community. When we pay our yearly membership we all reap the benefits but do we truly realize just what we have. For example, Suzan and Eric are two of the most competent employees one could wish for; a well equipped workshop from which the finest boats can be built; services such as the marine ways on which to maintain our boats and interpretive displays for the tourists, your guests to learn from. Much of this is often taken for granted. I want to assure you that from the written remarks in our guest book and passing visitors' comments, they do take notice and appreciate the pride and effort taken by all.

Remember, it is your valuable volunteer time and talents that make all of this possible!

My last comment is to invite you to the Cowichan Wooden Boat Society's, Annual General Meeting, November 17, 2009, 7:00 PM at the Centre. Come and help plan a year of special events for the upcoming Society's 25<sup>th</sup> year celebrations.

## MANAGERS REPORT

I trust everyone is having a great summer. With this great stretch of weather we have been having I feel like I am in Mexico or some exotic destination, the only thing missing is the swim-up bar and my margarita-dos margaritas por favour.

In June I attended the Heritage BC Conference in Kelowna and had the opportunity to meet directors from other museums from around British Columbia.

We have been getting some free press coverage recently from Shaw TV as they did a feature article about us as a destination for summer activities. "A" Channel did a piece about *Tedora* and her history and this gave us an opportunity to promote the maritime centre as well.

Our summer students, Ashley and Scott, have been working hard this summer, as you can see by their report in the newsletter.

Our membership continues to grow with a few more families joining our organization. This is nice to see as we would like to think the youth will keep this place going in the future.

I am continuing to work on the grant application to WCCAP, they have not eliminated us from the different rounds they put people through. Our final report (I hope) goes into them mid August with a final decision on September 24<sup>th</sup>.

## ARE YOU SITTING COMFY? THEN WE WILL BEGIN . . .

Once upon a time in a quaint village called Cowichan, there lived a society, this was no ordinary secret society, its members were all seaman, their hair matted with salt water, and a gleam in their eyes only attained by those who spend months at sea. These were not land lovers, and so have defied the rules of reality to create land above the sea. This we call the Cowichan Bay Maritime Center. The center is run by the tireless board of directors, salubrious shipwright, and entirely enviable executive. And of course the two hardest working of all-US- the two summer students. We have decided to take you through an ordinary day or work for us, although here there is no such thing as ordinary. The day could begin in any number of circumstances, but usually involves unlocking the doors to bring in a new day, and with it, new people, problems, and pain-t. We generally report to the boss lady first, and like eager soldiers we are given our tasks. These can include, but are not limited to; painting banisters, painting windows, painting chairs, painting engines, painting floors, body paint, face paint, finger paint, paint by numbers, and anything else involving the work pain-t. If we manage to overcome the pain-t we have

been known to make small boats, clean things, check the mail, solicit, organize books (alphabetically of course!), help in the office, and a number of other small but important tasks. We have also been seen selling raffle tickets. This, though, is no easy feat. One must be cunning, one must be clever, one must be sly. Some say selling raffle tickets is an art, others say a way of life, to us, well, it brings home the groceries. But the most important thing we do is interact with the public. We often greet, answer their questions, and hope they leave with a greater appreciation for maritime heritage.

Now that any and every visible surface has been covered with a new coat of paint, we have more time for you!-the public. We've created an interpretive tour to enhance your viewing pleasure. So if you are the public and you enjoy interacting, we will be waiting.

Written by Scott Gibson and Ashley Witcher

## RAMBLINGS FROM THE EDITOR

Dedicated volunteers of the CWBS have had a busy year starting with the Maple Bay classic boat show in May, ticket sellers for the Acorn dinghy were out in force selling by fair means and foul. The donated ketch *Landfall* was taken around and on display. In July we went to Ladysmith for the Maritime Boat Festival, again sailing *Landfall* around, although with a lazy breeze it was mostly using the iron tops'l. A great facility with good attendance with the main attraction being *HMCS Oriole*.

We decided not to attend the Classic Boat show in Victoria this year but a few of us will be at Port Townsend representing the centre. The next boat show will be at Brentwood for the Open Boat Festival on 19 September. We shall be taking the Knarr, skippered by Ian Douglas, my Halliday "*Murralet*," several other members are bringing boats as well, we shall be also taking some of our open boats as we intend to take part in the rowing races (which sounds jolly good stuff but I am sure we will spend most of our time catching crabs.) Eds note: *This expression is used on the S.E. coast of England for when the oarsman misses the water and ends up flat on their back in the bottom of the boat, like an upside down crab., thought I should clarify as I believe it can mean something else here, don't want to give a wrong impression.*

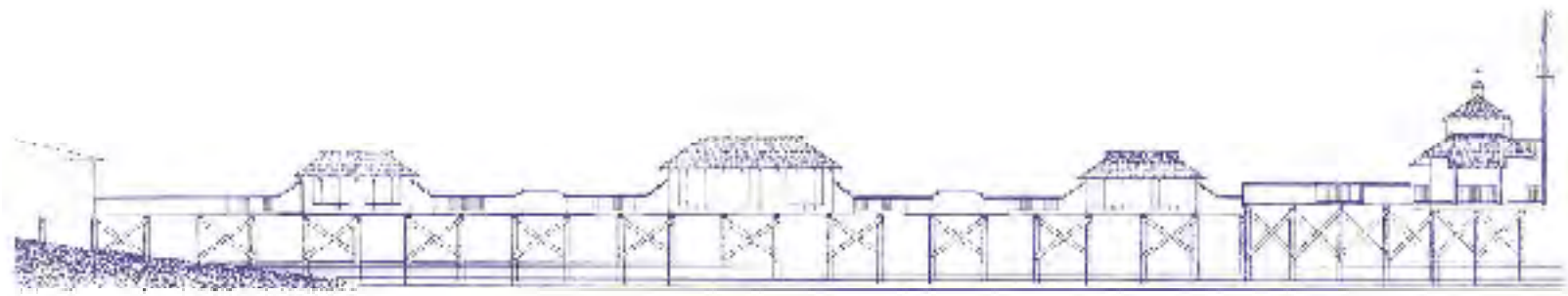
This is a great event, very laid back with no cost, good BBQ on the Saturday, much salty talk to overdose on, ohh arrrr! That just about wraps up boat festivals for the year, *Landfall* has been sold, the Knarr is slowly being made shipshape under Ian's care and *Sweet Pea* needs a motor, if anyone has a 5 h.p outboard that runs and is reliable that they wish to donate please contact Suzan.



Scott looking cool



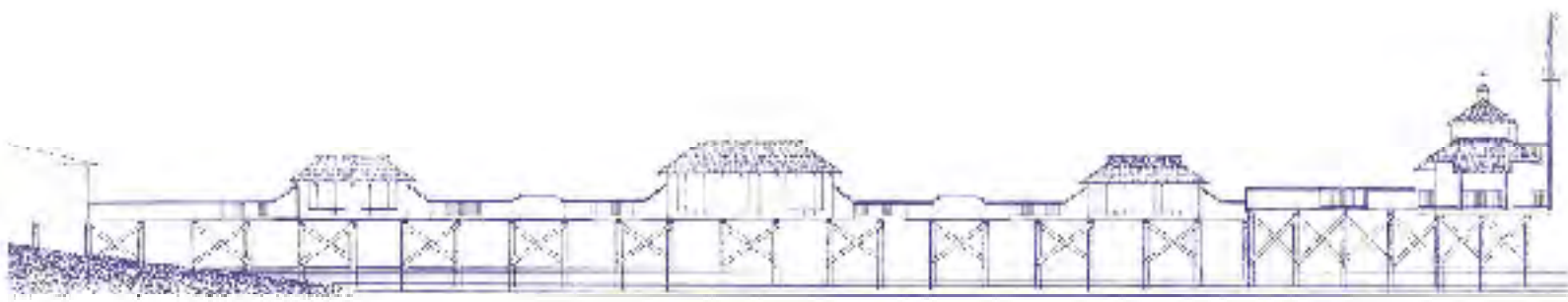
“Suzan will never find me here”



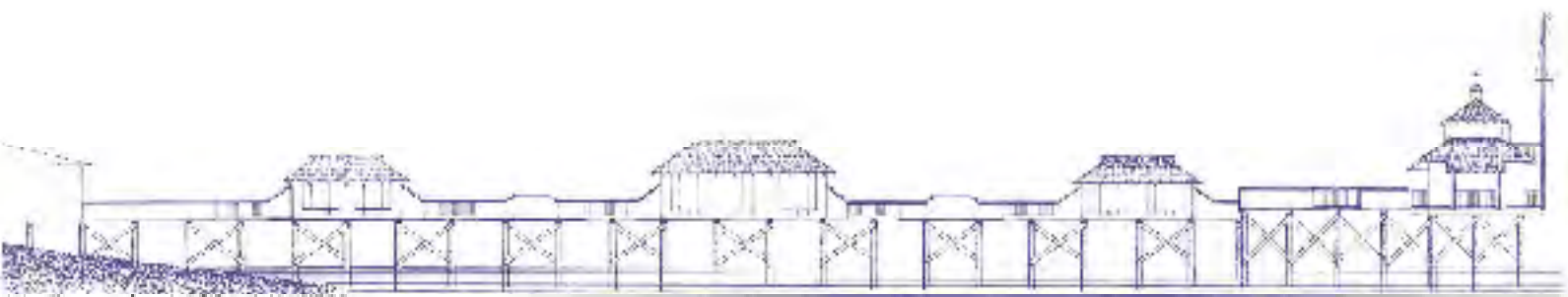
Ashley showing Scott how to do it properly, With the money they have earned they are buying shoes



“You do that once more buster, and you’ll be carried out of here.”



"I can't believe you didn't listen."



## More from Auntie Canada

Effective September 15<sup>th</sup> 2009

The **Competency of Operators of Pleasure Craft Regulations** require operators of pleasure craft fitted with a motor and used for recreational purposes to have proof of competency on board at all times.

As of September 15, 2009 all boaters will be required to have the Pleasure Craft Operator Card in order to operate a powered watercraft. There is no grandfather clause or age exemption – this law applies to all boaters. Powered watercrafts include watercraft fitted with any size motor — even an electric trolling motor. If you have an auxiliary engine fitted to your sailboat, then you need the Card. This applies even while you are under sail.

You can apply for a Pleasure Craft License at any Service Canada Centre across the country. For the location nearest you, visit [www.servicecanada.gc.ca](http://www.servicecanada.gc.ca) or call 1.800.O-CANADA.

Not having the required Pleasure Craft Operator Card or proof of competency on board = \$250 fine (not including administrative charges).

### **What are some of the common boating offences and associated fines? (Not including administrative charges)**

- Not having enough approved lifejackets on board = \$200
- Careless operation = \$200
- Speeding = \$100
- Allowing someone under age to operate a boat = \$250
- Operating a boat if you are under age = \$100
- Operating a boat without a working muffle in good condition = \$100
- Towing someone without a spotter = \$100

\* Source Transport Canada

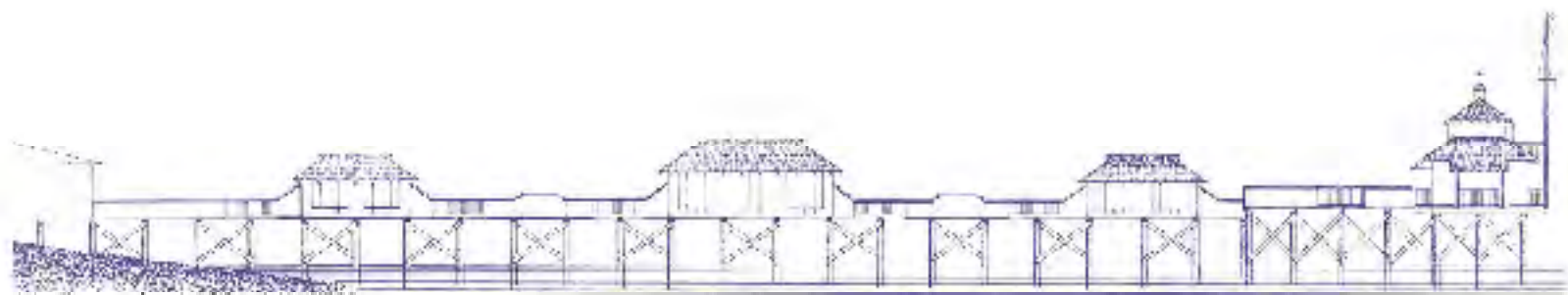
The law will be enforced by peace officers. The law requires that the operator of a powered watercraft carry his Pleasure Craft Operator Card, as well as proof of age, with him at all times.

Certificates for boating safety courses completed before April 1, 1999 will be recognized. If you've already taken a course prior to these regulations - and have proof - then that course certificate or card will be accepted as proof of competency!

### **Proof of competency can take 1 of 3 forms:**

- proof of having successfully completed a boating safety course in Canada prior to April 1, 1999;
- a pleasure craft operator card issued following the successful completion of a Canadian Coast Guard accredited test;
- a completed rental-boat safety checklist (for power-driven rental boats).

The operator card is good-for-life. Boaters can obtain their card after receiving a mark of at least 75% on a Canadian Coast Guard accredited test. Boaters have the option of taking this test without first completing a course.



Our Fall Fund Raiser. Please come out and support.

COWICHAN WOODEN BOAT SOCIETY PRESENTS

# NEARLY

*Neil* and the Solitary Band



**Saturday, October 17, 2009 | 7:30 PM**

Bobby Bruce is an electrifying performer who has spent the last eleven years rocking thousands of screaming fans throughout North America, Australia, New Zealand and South East Asia with his amazing tribute to Neil Diamond.

This exciting concert is a fundraiser for the Cowichan Bay Maritime Centre.

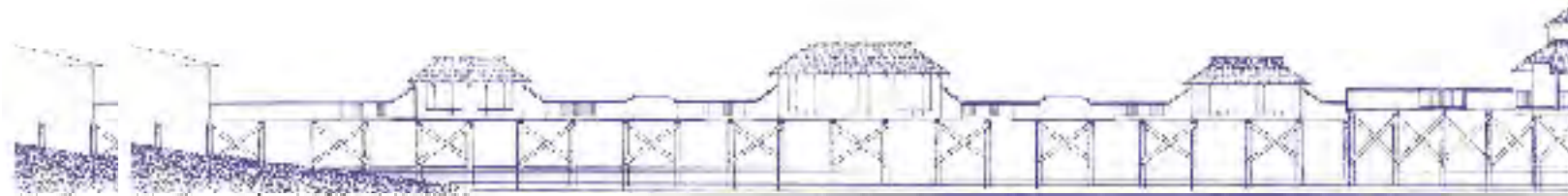


COWICHAN TICKET CENTRE 250.748.7529  
2687 James Street, Duncan BC V9L 2X5

[WWW.COWICHANTHEATRE.BC.CA](http://WWW.COWICHANTHEATRE.BC.CA)

**All Tickets \$39.75**





## Cowichan Bay to Port Townsend

Three hardy souls set out on Friday 11 September to catch the Coho ferry to Port Angeles, Ian Douglas, Colin Craig and your humble scribe, Dave Knott.

So used to the cattle cars and vibrations of BC ferries, the obvious pride and care that the crew have taken of the MV Coho, evident in the polished brass and well painted hull, was a pleasant surprise.

Once disembarked we had a brief look around Port Angeles, had lunch and set off to Sequim, where we would be spending our nights as most places in PT were fully booked. Arriving, and dumping our bags we immediately went bar hunting as we were on the quest of finding the perfect beer, after driving around a rather uninspiring neighbourhood we thought that we had arrived in a dry county, not a bar or liquor store to be found, scary stuff and didnt bode well for the rest of the weekend. Driving into a strange place called Dungeness, where everything was pre-fixed with the word Dungeness, Dungeness Road, Dungeness Place, Lower Dungeness Road, Upper Dungeness Road, Dungeness Barbers, Dungeness Garage, Dungeness School, Dungeness Dungeness Crab's and so-on ad nauseam. Funny enough, right on the waterfront, we found a restaurant/bar called, no, not Dungeness Bar, but the Three Crabs, after ordering a beer, good, but not perfect, we were asking the resident bar supporters what the heck was there to do in Sequim, (we were pronouncing it as it is spelt,) "Sequim, never heard of it, place called Schwim just up the road, not much to do there either." was the answer. All in the pronunciation. One can learn something everyday. Not dallying in Schwim anymore than necessary we arose bushy tailed the next morning for our excellent adventure in PT. After a culinary treat of an American version of a continental breaky (whoever came up with this term ought to actually visit the continent, mind you they don't specify from which continent this breakfast comes, certainly not one on this planet) and nursing our bruises after being trampled by extremely overweight breakfast hogs we set off on our merry way.

Not sure what we were expecting with PT, but certainly not what we came too. After parking in a park-and-ride area, we boarded a 1950's style bus after paying \$1.50, or just \$1.00 if over 65, which pleased Colin and Ian, as it was assumed by the ticket sellers that they qualified, rather than pointing out the mistake, they smugly pocketed the .50 cents they had saved, (Ian is Scottish, which explains everything). With a lurch we moved slowly away at a very steady speed of 2 mph for a crawl around the block with the driver complaining loudly that the darn tootin' thing wont go, back again at the depot her boss had a few quiet words and pointed to the appropriate pedal that has to be pressed to go faster, with a round of applause from the passengers we set off again at a brisker pace arriving after a few blocks to the entrance of the boat festival.

I hear you saying "About bloody time you got on with the actual boat festival," well, dear readers, I'm writing this and your not, if anyone wishes to submit interesting articles than please do so, newsletter are supposed to contain news, funny enough, am sure you all get fed up with the same old stuff each time, so come on, get creative, this society needs more membership participation.

So where was I before I was interrupted, ah! yes, the 33rd annual boat festival, well I must say I was gob-smacked, wooden boats as far as you could see, all sorts from 8ft prams to 100ft schooners, most were polished and painted to perfect condition but some, my preference, looked like they were actually used. On the whole it was like most classic boat festivals a.k.a. victoria, but just trebled in size, but apart from the actual boats it was the vendors and displays around the edge, most were marine related, foundries, cordage, spars, sails, paints, electronics, real brass stuff, tools, boat kits, even wooden bicycles. Ongoing seminars on many marine subjects, a great beer/entertainment tent, not that we went in, we didn't, honest. Also the new centre that has been built for the PT Maritime Centre and Wooden Boat Foundation, at a cost of 12 million, shows what can be done, mind you it helps when Bill Gates kicks in a chunk of the dough.

We did our own judging, voting for the ugliest boat and that award did go to a 1966 motor cruiser called HammerP, so what was so ugly? Well just about everything, it was purple, not just the paint, but the warps, its anchor and chain, a coiled hose for its water tanks was bright purple, the people were wearing purple, a purple boat hook, curtains, everything. Interesting enough it had a electric drive that gave it a 60 mile range @ six knots as long as wind and tide were not against them.

Our second place winner was an rigid inflatable yacht, at 30 odd feet it was a very strange boat that supposedly is more lighter, efficient and safer than a traditional yacht, pity good looks doesn't come into it.

Many odd boxy designs, mainly in the smaller craft, we did have to refrain Colin from blurting out everytime he saw one, "Oh No! Another Bolger." As some of the proud owners did take exception, we dis-owned him in the end.

Out in the bay a good breeze was blowing and everything, from the tiny cockleshells to the mighty schooners, were jilling about all over the place, no apparent courses set, but everyone having a good time doing what should be done with boats.



Far too many good boats to name or describe, if you have never been, make a point of it for next year as you are in for a great time and will come away as we did overdosed on wooden boats. Bottom of the page so I will stop, no room for our Saturday night on the town, which is probably just as well as the case has still to come to court.



*Yes! Believe it or not but this is Leonardo's famous mural "The Last Supper," with Colin and Ian helping. Nobody in the office has figured this out yet that, hurray! We sold Landfall, the next weekend, the bookkeeper (Pete), accountant (Ian) and treasurer (Dave Knott) all went to Milan for the weekend, photo's never lie. Ian can be creative with the books.*

## CWBS SAILING GROUP

What's new on the water? The CWBS Sailing Group!

On June 15, we began a course of sailing instruction, the "Women's Sailing Group", for members of CWBS, with two women members. That has grown to 9 women participants and we have now added a Men's Group of 5.

To begin, one of the women, Heather Scudder, allowed use of her Cal 20 for training and we now also use the 30' Knarr which belongs to CWBS. We shall add *Sweet Pea* shortly too.

We cover the basics of sailing, safety, maritime skills and boat management. Add to that a lot of fun and relaxation and it turns out "Well done!"

Our only problem is finding enough boats and time to fill the demand. There are three outings each week with more willing sailors waiting in the wings!

If you want to learn to sail, or improve your existing skills, contact Suzan Lagrove and she will put you in touch with the coordinator of the programs.

Ian Craig Douglas