

Issue
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Garden Bay Sailing Club

newsletter

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Fair Winds to Peter Padget

Peter Paget - Memoriam - by David Prichard

My friend Peter Paget passed away on September 20, 2021 at his home in Gerrans Bay with his partner Heather and his family at his side after a short battle with cancer. He was a lovely man - warm, humorous, and a loyal friend. Many in Pender Harbour will have enjoyed the boisterous New Year's parties at his and Heather's home.

Moving to Pender Harbour in 2012 from Bowen Island, Peter and Heather brought their classic wooden yacht, Harmonie, with them. Rarely did he, or Heather, mention that they had circumnavigated the globe on Harmonie, and rarely did he mention that he had another long voyage to Australia under his belt before that.

While at UBC he and four friends hatched a plan to go oshore sailing. They'd previously restored and shared ownership of a Lightning, an 18 foot open sailboat that they'd sailed to the Gulf Islands a few times. In 1971 they put in \$2000 each and bought a 40 foot flat bottom double ended sloop that they restored and named Galadriel. She had concrete ballast, no proper keel, no spreaders and a gasoline engine. Strictly a downwind boat! Galadriel left False Creek with the five lads on board on September 18, 1971, almost 50 years ago to the day of Peter's passing.

Amazingly Galadriel eventually sailed most of the way around the world via Tahiti, South Pacific Australia, Indian Ocean etc. The partners came and went at various ports, but Peter was the stalwart who stayed with Galadriel the most.

Returned to Vancouver in 1979, Peter gave a slide show about his travels at the Jib Set Sailing Club and there met, and fell in love with Heather. They acquired Harmonie II about the same time I believe. Around 1990 the two of them sailed her from Vancouver to New Zealand where they bought property in the Bay of Islands, and settled for about 10 years, becoming NZ citizens. They left NZ in 1999 and sailed Harmonie the rest of the way around the world via Australia, Indian Ocean, Red Sea, Mediterranean and Caribbean, eventually settling on Bowen Island and later Pender Harbour.

Fair winds Peter - we will miss you.

The top photo is a slide of Galadriel leaving False Creek under sail on September 18, 1971. The five lads are on deck: Roger Bryenton, Dan Parkin, Peter, Alan Hurlburt and Ted Culley. Ted left the boat in Sydney and stayed in Australia. Peter's older brother George was also on board, poking his head up the companionway.



The lads in the Marquesas



Peter and Heather aboard Harmonie.

Summer Race Series (July thru September)

Chilly	47/40	gross/net
Peregrine	63/57	
Frendy	81/72	
Pretender	90/81	
Infidel	95/85	

Race Results!

September Races

Peregrine	14 points gross
Frendy	16
Chilly	24
Infidel	26
Addycake	27



This photo

Sunday, Sept 26, the start of leg 3 of the Sailsh Sea Rgatta.
This is a new race put on by Royal Vancouver Yacht Club

Leg one was on Friday with the start at RVYC in Vancouver to Silva Bay. Leg 2 was Saturday from Silva Bay to Garden Bay. Leg 3 was Garden Bay back to Vancouver (on a really misserable day!) More info at royalvan.com

Poop Deck

By Brad Lowell

Yes, it can be intimidating – but worth learning!

Ever had your boat's speedometer unit stop sending because of fouling with marine growth? Diving to have it cleared would seem to be the safest alternative – pulling the plug from an inch and a half hole to let the water come gushing into the bilge is a terrifying thought. Let's walk through the steps of this ten minute job and learn how to make it a regular part of your maintenance routine.

Preparation:

Firstly, be conscience that yes... a little water will come into the boat. Start by clearing away anything that will be damaged or absorb water around the sending unit inside your hull. Usually the unit is located in the bilge so this is normally not an issue.

Have on hand the blanking plug that will replace the sending unit in the housing while the speedometer is out for cleaning. This will have been supplied along with the sending unit from the factory. I like to have a rag handy that can be held over the housing when the sending unit is first removed. Have a good look at the blanking plug before starting the job to ensure the two O-rings which provide the seal are not damaged and then give them a light coating of silicone lubricant or petroleum jelly to ensure a good seal.



There may be a light safety wire strung through the insert, the cap and the housing – this can be removed now.

Tools: no wrenches are necessary for this job as the cap nut should only be turned in finger tight. A toothbrush, a wooden stick like a chop stick and a small knife can be useful for removing aquatic growth.

Procedure:

Turn the cap screw on the sending unit counter clockwise till fully loose. The last few turns also acts a jack to start lifting the sending unit in the housing. No water will flow just yet! Have the rag handy or if you prefer, the blanking plug to staunch the inflow of water and remove the sending unit from the housing by pulling straight up. A little back and forth twist is sometimes needed if the unit has been in the housing for a while. Some housings have been designed with a flapper valve that flips closed under the flow of water.....

....entering the boat as the sending unit is removed. This does not provide a perfect seal and some water will still flow into the boat. Replace the sending unit with the stopper plug and screw the cap nut down finger tight.



Cleaning:

Have a look at the paddle wheel and combined depth/temperature head. The paddle wheel will likely have some growth that is preventing an easy spinning of the wheel. Clean carefully around the wheel being conscious of not pushing or prying hard enough to bend the axle of the paddle wheel. If that does happen, a replacement wheel and axle can be ordered from the manufacturer. If the unit is covered in barnacles a ten minute dip of the head in a bowl of vinegar should make cleaning easier. Be sure to clear between the housing and the tip of the paddles as this is where the sensor is located to pick up the signal from the spinning wheel. Here is the advantage of doing this job from inside the boat as there is better access and control for cleaning the unit than a diver can hope to achieve. Clean with a scotch pad or scrape the flat surface being cautious of scratching the sensor head over the depth/temperature surface.

Installation:

After cleaning the sending unit, inspect the O-rings – one near the bottom of the unit and one up under the cap nut. The O-rings must be must be intact and well lubricated to make a watertight seal. Unscrew the cap nut on the blanking plug and remove the plug from the housing. Make a note of the arrow on top of the sending unit – it must point toward the bow of the boat. Slide the sending unit into the housing aligning the arrow with the bow. Screw the cap several turns until the threads are engaged. Turn the cap nut finger tight while ensuring the arrow remains pointing forward. Re-install the safety wire if using one and return the.....

....blanking plug to storage. Mop up the water and you are finished!



Final Thoughts:

It may seem daunting to pull the plug out of the bilge of your boat but it is a useful practice and may need doing several times over a summer's racing when aquatic growth is fastest. If you're still hesitant about attempting this procedure...wait till the boat is next out of the water and practice on the hard.

Have fun, sail fast.

New GBSC member!

Guy Halford-Thompson with a Jeanneau 419 called Gennetay and is keen on getting involved!
Welcome Guy!

North Sails has an amazing amount of info at their NorthU website.
There is even a sail trim simulator! Check it out.... <https://northu.com/training/>

