

THE WHALER

May 20, 2025

Message from the Vice Commodore

Ahoy! With sunshine and spring flowers come the inclination to get your boat ready for the upcoming season. This also provides a much more comfortable time to get out and help CFSA rebuild. We have a standing work party assembling 0900 – 1200 on Saturdays with a variety of tasks to complete.

The majority of work is focussed on the incremental improvement of the spine, and preparation for future additions. Recent successful Saturdays have seen some light demolition of the excess material attached to the spine, removal of a ton of tires and the general beautification of the dock pieces that we have. For the foreseeable future we will be working to prepare existing dock pieces for use, aiding in the addition of fingers to A dock and then cleaning up the remaining hundreds of feet of ML dock that we have taken custody of, but have not yet moved into Lang cove.

The ask: CFSA requires all types of help on these Saturday work parties, including but not limited to: welders, metal fabrication enthusiasts, pickup truck owners and general labour. An example of the ongoing work is the construction of chain guides to manage the wear of chains at the attachment point to the dock and allow for convenient adjustment. There are many of these guides already in use throughout the marina. In order to safely moor the spine and support the end-state marina, we will require many more. The intent is to have production continue each Saturday as other club members work on cleaning up and otherwise preparing the spine. If you would like to offer your welding skills, or would like to gain some welding experience please reach out. For those that can't commit time on a Saturday, or are not the laborious type, there are also more creative/administrative jobs within the club that might suit you, including in the preparation of this lovely periodical The Whaler.

Continued success of this marina building project and club large depends entirely on the volunteerism within the membership. It is expected that everyone should be pitching in at some point with whatever skills they can bring. Please contact vicecommodore@cfsaesq.ca or foreshore@cfsaesq.ca if you have any questions, or would like additional information concerning upcoming tasks.

Tom Eagle, Vice Commodore

CFSA Club Social Events

CRAB AND CORN COOK OUT FOR FATHER'S DAY!

June 14, 2025

- Time: 1200
- Plan: go trap for crabs! Return to dock, biggest crab gets a prize. Enjoy some club social time on the docks, friends and family welcome.
- Please RSVP! With number of people attending so I can have some food ready. There will be a FB event you can RSVP to, or email entertainment chair: entertainment@cfesaesq.ca

JULY EVENT?

I am thinking most people will be out sailing. Please let me know if you are hoping for a get together? Perhaps a weekend floatilla?

It is my intention to plan events that the club members want! Please reach out with ideas, hopes and dreams and lets have some fun together!

Thank you!

Jenjen

Entertainment chair

CFSA Racing Fleet

Racing results are in need of data clean up and so I won't mention those this time. We have some gaps in Race Committee sign ups, Feisty isn't able to be RC or sail for a few weeks (keep her in your thoughts). Wednesday night racing first sound is at 1830.

- May 21-C-5 Kluane RC
- May 24 80th running of Swiftsure <https://www.swiftsure.org>
- May 28-C-6 RC needed
- May 31-Lipton/Gillard Cup with RVYC, start off Clover Point registration required <https://rvyrcracing.ca/regatta/7ZQY7pl6rE>
- June 4 D-1 RC needed
- June 8-Single handed race, 1200 on A dock for skipper's meeting

Leslie Basham

Fleet Captain

We're pleased to report continued progress on the marina infrastructure this month. The new "A Dock" fingers have arrived and are expected to be installed later this month. Their completion will enable a planned moorage shuffle to facilitate ongoing work on C Dock and B Dock.

Significant headway has also been made along "M Dock"—the main spine that will eventually connect all four docks. The west end has been successfully leveled, and most of the scrap steel has been staged for disposal.

WORK PARTIES

- Regular Foreshore Work Parties meet at 0930 on Tuesdays and Thursdays at the STC dock.
- Saturday Work Parties have now commenced. These sessions handle a wide range of tasks—from painting to welding—and are critical to achieving our goal of completing one dock at a time.

We ask that all members make an effort to attend at least four Saturday work parties over the summer and fall.

CAN'T MAKE IT TO A WORK PARTY?

No problem—we have individual tasks available that can be done on your own schedule. These include jobs like cutting steel or changing oil on the generator.

Check the task list posted on our Facebook page or email us to find something that suits your skills and availability.

NOT HANDY? NO WORRIES!

There are still many ways you can support the project. Reach out via email to ask how you can help.

CALL FOR DOCK CUSTODIANS

We are seeking a volunteer from each dock to serve as a Dock Custodian. This role involves a brief weekly walk-through of your dock, checking dock joints, fingers, mooring lines, and boats. If something seems off, take a photo and send it in—we'd rather catch small issues early than wait for them to escalate.

If nothing needs reporting, that's even better—but your watchful eyes make a big difference. Thank you for your continued support.

Foreshore Chair
Ben Sproule

Southern Straits 2025 – A Test of Patience and Performance

The Canadian Forces Sailing Association (CFSA) was proud to have two vessels participate in this year's Southern Straits Yacht Race: STV Eagle, skippered by Master Sailor Ben Sproule, and STV Osprey, skippered by Lieutenant (Navy) Jeff Phillips. Both sail training vessels (STVs) are operated by the Royal Canadian Navy, providing essential navigation and seamanship experience to emerging sailors—many of whom begin their journey with little to no offshore experience.

This year's race promised to be a light-air event, with early forecasts suggesting calm conditions and raising doubts among racers about completing the course at all. Upon arrival at the West Vancouver Yacht Club, the crews were welcomed warmly and enjoyed the opportunity to socialize and take in the pre-race atmosphere. The skipper's briefing was brief, but the meteorology update proved invaluable, forecasting a calm start followed by a dramatic weather shift overnight. This is an account of STV Eagle's race.

A LIGHT START AND A FIERCE FINISH

The race began in typical Southern Straits fashion: light winds, opposing current, and over 100 boats crowding the start line. Progress was slow through the day. By 1730—seven hours into the race—Eagle had covered only 14 nautical miles of the 100 NM course. The game changed rapidly in the evening when wind speeds increased from 6 to 12 knots, and eventually surged to 30 knots, gusting to 36. The crew executed a well-timed headsail change and took two reefs in the mainsail as conditions intensified. With 2-metre waves and strong headwinds, Eagle powered forward, maintaining an impressive average boat speed of 7 knots.





Southern Straights cont.

The sea state and wind took a toll on crew comfort. Sleep was elusive during watch changes, and a few sailors were reminded why offshore sailing isn't for the faint of stomach. By 0230, Eagle rounded Sisters Islets and turned downwind toward Ballenas Islands. Though the waves grew to 2.5–3 metres, the boat relished the conditions, surfing under reduced sail and reaching peak speeds. A friendly rivalry between the skipper and the watch captain kept morale high as they vied for the top speed, culminating in a new boat record of 14.1 knots set by Ben Sproule.

After rounding Ballenas around 0530, the wind moderated to 25 knots. The crew shook out a reef and carried on at 9–10 knots toward the final stretch. Following a breathtaking sunrise, Eagle gybed one final time and charged toward the new finish line south of Point Atkinson, crossing at 1100 with a total elapsed time of 24.5 hours.



LESSONS EARNED AND RECORDS BROKEN

For many trainees onboard, this race was a baptism by fire—or in this case, water. They came away with not only new skills, but a deep respect for the ocean and the capabilities of a well-sailed offshore vessel. For the staff and leadership aboard both Eagle and Osprey, it was a proud moment of mentorship and seamanship, showcasing the value of training under real-world racing conditions.

The CFSA commends both crews for their outstanding performance and seamanship under challenging conditions. We look forward to building on this experience in future events and pushing the limits of our training vessels and sailors alike.

Written by Ben Sproule

Other information



NO WAKE ZONE

Members transiting from STC to the marina are reminded to go slow as the harbour east of Duntze Head is a no wake zone.



HARBOUR COMMUNICATIONS

Radio communications required for members transiting from STC to the marina, please note all that are needed is to call KHM and indicate you are transiting “STC to CFSA”.