

The Deep Cove Yacht and Sports Club

Deep Cove, North Vancouver

A Photo–History

By Mike Low
Spring 2017

The Deep Cove Yacht and Sports Club



a

Photo-History

Introduction

The intention of this collection of stories and photographs is to document the history of the Deep Cove Yacht Club before those of us who still remember 'the good old days' have forgotten them! :) The prime document is in Word Power Point format and is available on a CD so hopefully the file can be updated from time to time.

For many of us, the last 35 years have been a wonderful journey, seeing the club grow from a seasonal facility with very limited resources to this operation it is today – a thriving, dynamic club – with great facilities, a healthy membership and no long term debts.

This document is my best recollection of events over the past thirty five years. I have talked to a number of people, reviewed Club historical documents and relied on my own records. It focuses on the building of the physical assets of the club, and the people involved. It is not intended to be an history of events and in any way to ignore the contribution of those members to the organization and management of the club, and I hope that someone else will feel the urge to record their efforts.

In setting out the photographs and descriptions I have tried to keep things in sequence, date-wise, and to show some of the level of effort that has gone into building the Club. I have included some drawings, balance sheets and cost estimates in the general text, rather than in an appendix, to provide the continuity.

If there are any errors or omissions that anyone feels should be corrected, please let me know and I will do my best to rectify the issue. I would stress that I have absolutely no intent to omit anyone or cause any offence to anyone through this effort.

It has been an exhilarating experience helping to build the club, and putting this document together, and I am sure that there will be plenty of opportunity to document many new exploits in the future.

This is not intended as a definitive history and I am sure that there will be plenty more to write about and record. And anyone wanting more detailed information is encouraged to approach the Club Historian.



Acknowledgements

I would like to thank all those members who, over the years, have contributed to make the Deep Cove Yacht Club the wonderful experience it is for so many of us.

In assembling this retrospective I would particularly like to thank John Hutchinson for his insightful comments and memories, and especially for his dedication to preserving the history of the club.

I would also like to thank Chuck Stody for his wonderful set of pictures of the old club house, and all of those other members who have contributed both pictures and stories to make this as complete as possible.



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The Very Beginning

"Societies Act"

DECLARATION

FILED and REGISTERED
21526A
JUL 31 1936
H. G. GARRETT,
REGISTRAR OF COMPANIES

WE, the undersigned, hereby declare that we desire to form a Society under the "Societies Act"; and that :-

2299
(S)

(1) The name of the Society is - DEEP COVE SPORT ASSOCIATION

(2) The object of the Society is :-

The fostering of amateur sport in various forms, but particularly aquatic; The holding of Regattas and other sport meetings of a character adapted to the locality; The purchase, erection, and operation of suitable equipment, fixtures, and property for the carrying on of same, with the right to take part in the creation of local improvements where such action will facilitate the carrying-out of the other purposes of this Association.

(3) The operations of the Society are to be chiefly carried on at Deep Cove, Burrard Inlet, in the Municipality of the District of North Vancouver, British Columbia.

Name	Address	Occupation
Thomas McKinnon	4100 Maple St Vancouver	Insurance Agent
Wesley Kaye	2101 E. 8th	Printer
Emma Palmer	1736 West 15 Ave Vancouver	Housewife
William Mitchell	415 W. 8th E. North Vancouver	Manager
Alfred Hemmell	1841 Grand St. North Vancouver	Merchant
Henry Perry	1936 Parker St Vancouver	Bookbinder
John Joseph Burke	1920 1/2 St. Vancouver	Artist
Oliver Harcus	1207-40 W. 11th St. Vancouver	Housewife
James Walker	Harcus 1207-40 W. 11th St. Vancouver	Housewife

Witness :-
John Holloway
1242 Camb St
Vancouver

ADVERTISED
AUG - 6 1936

The history of the Deep Cove Yacht Club dates back to 1936. In that year a group of North Shore boating enthusiasts got together to start a yacht club.

This is a copy of the application to form the Deep Cove Yacht and Sports Club under the Societies Act.

The club was initially called the Deep Cove Sport Association.

Dated July 31st, 1936.

The growth of the Deep Cove Yacht Club closely follows that of Deep Cove itself. Through the 1930's Deep Cove was a difficult place to reach, with a low level bridge across Burrard Inlet at the Second Narrows and then along a dusty unpaved road winding North along the shore of Indian Arm.

This continued up till 1960 when the four lane high level bridge was built across the Narrows. Although Dollarton Highway got paved and the Seymour Parkway was added, the Parkway only extended as a two lane road to Riverside Drive, and access to the area was by the two lane Bailey Bridge across the Seymour River, and the single lane, alternating traffic, Grantham Bridge. During periods of very heavy rain in the late fall and winter residents could expect the RCMP to close the roads because of high water levels in the river threatening the safety of the bridges.

Things started changing rapidly in the 1990's, first with the upgrading of Dollarton Highway, then with the widening of the Parkway to four lanes and the extension to Highway 1. With the improvements in access and the development of land along the Parkway and Dollarton Highway the visitors to the Cove increased dramatically.



Deep Cove in 1912. A really tranquil place. A few cottages were scattered along the shore and the quarry buildings dominated the North end of the bay.



A lone sail boat in 1912, with the government dock on the right.

C. E. PRATT

1553 ROBSON STREET
VANCOUVER 5, B. C.

Secretary
Deep Cove Yacht Club

Some time ago I berthed
my boat at your yacht club,
and was delighted to hear
that a rowing club had been
started.

As a document of some interest
I enclose this picture taken
56 years ago. The same crew
is framed in the trophy-room
at The Vancouver Rowing Club

C. E. Pratt

A letter and photograph received from Mr Pratt, referring to our site at Deep Cove very shortly before the formation of the club



The 1934 NPAAC
 champions after rowing
 from the Vancouver
 Rowing Club to what is
 now the site of the
 Deep Cove Yacht Club

*G. S. (Red Pratt) Don McKenzie Jack Larsen Bobo. Jaggard
 & Stroke (3) (2) (Bolo)*

1934 N.P.A.A.C. Champions

This crew rowed non stop from Vancouver Rowing Club to Deep Cove. This picture was taken of the crew near the spot where the existing float of the Deep Cove Rowing + Yacht Club now stands.



The yacht club boats in 1941, with the government dock on the right.



The view of the Cove from Rockcliff Road, with a crowd at the government dock and the yacht club boats in the background on the left.

Parking was an issue even back in 1941!

What was once a sleepy hollow became a tourist attraction, and the impact was felt – on shore and on the water. Parking became a real problem as the hike to Quarry Rock was popularized, and kayaking became a major recreational activity. In the summer, the waters of Indian Arm are buzzing with activity, from kayakers and rowers, to sailors in boats of all shapes and sizes, from Optimists to large keel boats, and power boats of all sizes and descriptions. Plus, of course, the commercial traffic which use the inlet as a mooring area while waiting for cargo or a berth to unload.

After the formation of the club in 1936 the District of North Vancouver kindly agreed to rent them a piece of foreshore land in what is now Panorama Park. In 1938 club members cleared the site and erected a modest building.

Over the years the building was improved and, during World War II, was used for many purposes including by the Ladies Air Raid Patrol, the Red Cross Auxiliary and for first aid meetings. In 1943 the building was turned over to the District for use as an elementary school. It was returned to the club in the summer of 1946, the same year that the club changed it's name from The Deep Cove Sports Association to The Deep Cove Yacht and Sports Club.

Up till 1980 the Club offered only seasonal moorage. In 1980 it embarked on it's first major project with the purchase of a breakwater dock to enable year round mooring and, in co-operation with the Harbour Board and the District of North Vancouver, the water lease was expanded and year round facilities were installed. At this time the membership stood at about 200, and the initiation fee and dues, which in 1979 were \$50 each, were increased to \$100 respectively!

In 1982 the pier was extended and rebuilt, and a new aluminum ramp installed. This was followed shortly thereafter by B and C Docks, both in concrete, which quickly expanded the moorage capacity.

It was at this time that the District of North Vancouver embarked on the Panorama Park upgrade, and the Club was obliged to follow suite with the rebuild of the club house.

By 1983 the old club house was really showing her age and, with the District's plans to redevelop Panorama Park, the club embarked on the major project of replacing the building.

This was an order of magnitude increase in the size of project previously attempted by the club, and while many people who were involved donated inordinate amounts of time, the driving force behind the redevelopment was the Chairperson of the Building Committee, Pat Fisher (to become our first lady commodore in 1986). Assisted by another member, Peter Border, a project manager and a Club building committee, they maneuvered the plans through the development process, both at the Club and with the District, organized professional engineers, architects and builders as required, arranged the financing of the undertaking and finally the construction.

1983 saw club surveys, concept drawings, financial estimates and funding options developed and agreed on.

Anyone who has been involved in any sort of building project will appreciate the stamina and attention to detail required. The cost of the building was agreed at between \$267,000 and \$356,000 – and financing was arranged accordingly.

The per square foot cost was estimated at around \$50. In 2017 building costs are running at around \$300 per square foot and the cost of replacement would be around \$2m. So it was quite an undertaking for a small club.

The District agreed to a new lease with a 5 year term and a renewal clause, the bank agreed to lend the Club \$150,000 with 50 members standing surety. To raise the balance 200 members agreed to accept debentures of \$500 each.

It should be remembered that the development at the Club through the 1980's occurred during a recession, at a time of high unemployment and job uncertainty, and with mortgage interest rates pushing 19%!

Throughout the 1980's and 1990's the docks at Deep Cove were improved, first with B and C Docks, and then with D Dock and the Learn-to-Sail and dinghy docks.

In 2010 the Deep Cove moorage was once again expanded to accommodate boats to 44 feet, although by this time Deep Cove had become a tourist destination and the agreement by the District to the expansion included a clause in the lease to limit the number of berths to around 150 berths in total, which includes the in-water tenders.

A full description of the purchase and development of the outstation is covered later. Suffice to say, in 1987 the club purchased the outstation property and established a basic dock system using salvaged docks from Deep Cove. As the popularity of the facility increased it became obvious that additional docks would be required and a new system of docks was installed in 1996, with the original and other docks being added to provide the facility with the present configuration.

In 2015 the original docks were deteriorating and a major upgrading was required with the salvaged log docks finally being replaced. The work was completed through the summer of 2016, and the club once again has a set of docks to compliment the magnificent setting.



The Old Club House

By 1984 the old club house was nearing the end of its life. The District was working on plans to redevelop the park, and the yacht club was under pressure to rebuild the club house. And so the old club house was demolished and, with a certain amount of nostalgia and more than a little trepidation, a new one was built!



The Old Club House



The following photographs of the old club house were taken by Chuck Stody in 1984, shortly before it was demolished.



The hand carved sign – now refinished and on display outside the entrance to the Club.



The view of the old club house from what is now the lower parking area, towards the public dock. This was before the redevelopment of the park, with much less traffic both vehicular and pedestrian.



The north side of the building looking down the ramp to the water. From a small unpaved parking area in front of the club house.



The south side of the old club house, past the wash rooms to the pier. The railway used for constructing the main walkway was on the left.

The railway extended from below high water up to a cedar, and there was a large electric winch attached to the tree, to lower the car and block into the water.



The club parking area and access to the ramp.



A rainy day. High tech security with a motion detector on the corner of the building – and the rain drops setting off the light at regular intervals!



The main entrance – welcoming all
to the club.



The old bar – scene of many a raucous evening.



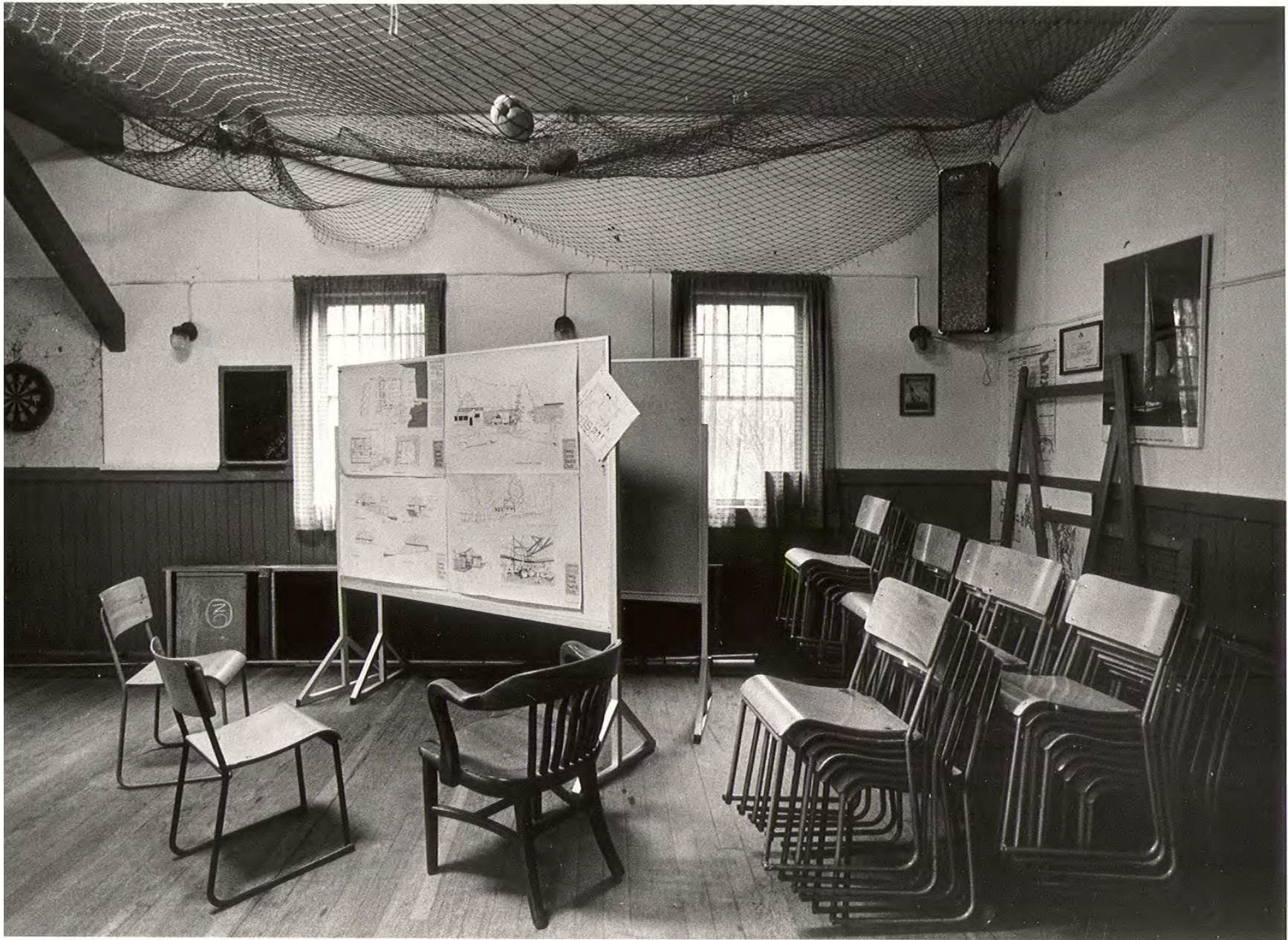
The 'service' consisted of helping yourself to whatever was in the refrigerator – and dropping something in the 'quarter' jar.



The start of the burgee collection.



A nice place to spend a rainy afternoon!



With space for meetings and the odd darts game.



The view of the docks. Note no hand rail along the water's edge, the old pier with wooden hand rail, and the gate located at the top of the ramp. The gate was relocated to the shoreward end of the pier before being replaced with the aluminum one in 1998.



The communications centre – with critical contact information scrawled on the wall!



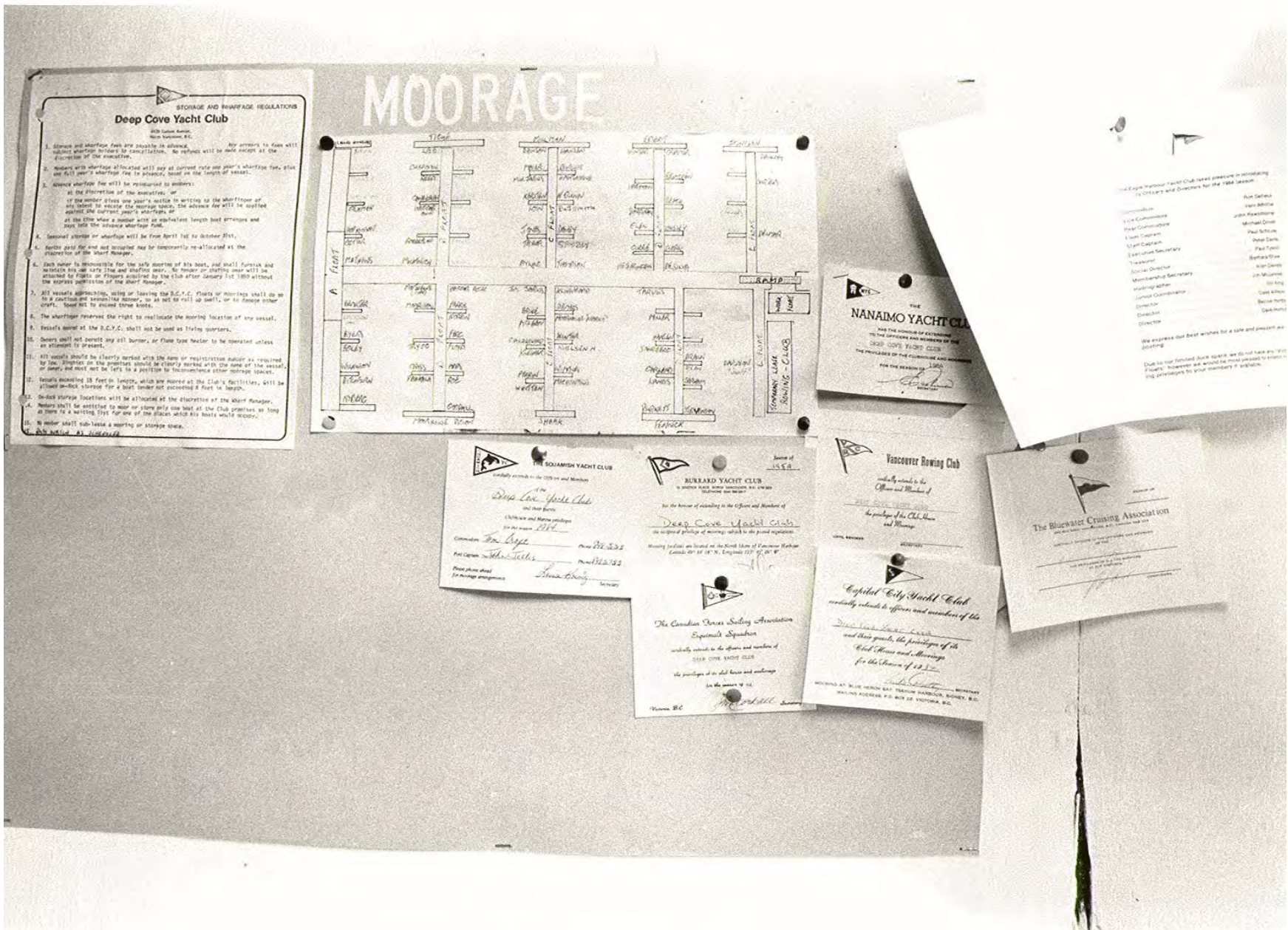
Note the important stuff – the 'bus/taxi/ambulance' numbers!



The kitchen facilities.



Your basic kitchen



The notice board – before the time of computers - when all important information was pinned to the board.



The stairs to the caretaker's suite and wash rooms.



Luckily Roy, the caretaker,
was a hardy guy.



A tour of the basement –
starting with the washing
facilities



Not the most modern of
conveniences – even in 1984!



The ladies plush facilities – complete with light shade (hanging by a thread), carpet, mirror and wall paper :)



The men had it a bit rougher –
but they got a shower!



On 16th December 1984, a large crowd gathered in what is now known as the Lower Parking Lot to attend a Paying-off Ceremony.



Commodore John Hutchinson performed the ceremony, ably assisted by Past Commodores Graham Fisher, Gerry Bligh, Art Coverdale, Ian Hopkinson and Jack Hamner.



Everyone waited in anticipation as Ian lit the ceremonial canon.



And disappeared in a cloud of smoke!



Commodore John Hutchinson performed the ceremony.



Past Commodores Jack
Hamner and Art Coverdale
(removing the flags)



Commodore John Hutchinson received the flags from John Ratel for safe keeping



Participants included Jimmy Donald, Robert Bruce and Les Hetherington.



Commodore John Hutchinson receiving a model starting canon
from Past Commodore Gerry Bligh

In the background Bobby Grimard, Pat Fisher, Wayne Dauncey
& Jack Hamner



And so the ceremonies drew to a close.



Those present mingled on that cold December afternoon and reminisced about past events.



After the ceremony a lone sailor retired to the docks for some contemplation.



And the bar was closed for the last time.



The New Club House



Deep Cove Yacht Club

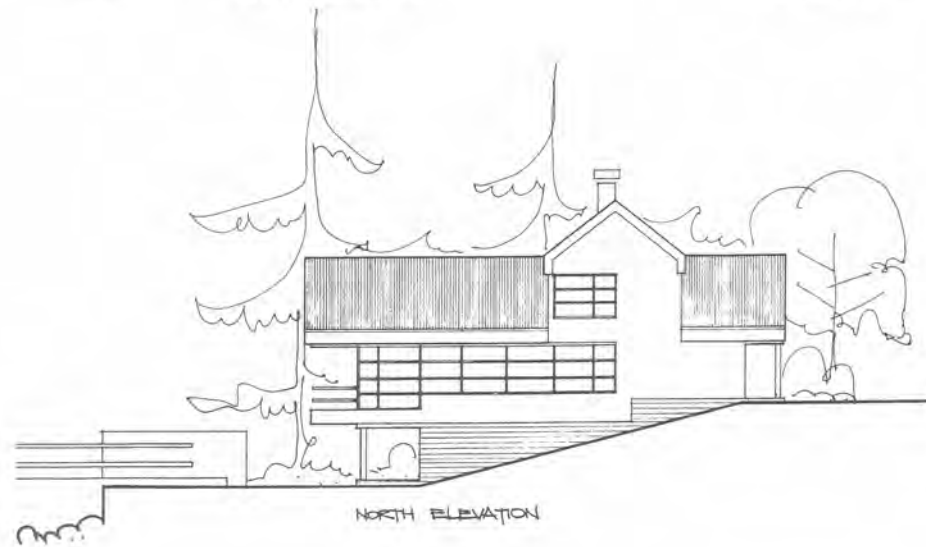
Survey 2



July 15, 1983

The pre-survey information package of 1993.

Elevations



Elevations and floor plans were presented.

Funding Requirements

-7-

	<u>Expected Costs</u>	
	<u>Lowest</u>	<u>Highest</u>
1. Building Construction		
4600 square feet @ \$45 to \$57 per square foot	\$207,000.00	\$262,000.00
2. Site Preparation		
Demolition and clearing	\$ 500.00	\$ 3,000.00
Service hook ups	\$ 1,500.00	\$ 2,000.00
Temporary building	\$ 0	\$ 3,000.00
Road and parking pavement	\$ 2,000.00	\$ 6,000.00
Landscaping	\$ 1,000.00	\$ 3,000.00
	<u>\$ 5,000.00</u>	<u>\$ 17,000.00</u>
3. Fees		
Survey	\$ 2,000.00	\$ 3,000.00
Legal	\$ 1,500.00	\$ 2,000.00
Architectural (5% of bldg. costs)	\$ 10,300.00	\$ 13,000.00
Engineering	\$ 3,000.00	\$ 3,500.00
Permits	\$ 2,000.00	\$ 2,500.00
	<u>\$ 18,800.00</u>	<u>\$ 24,000.00</u>
4. Furnishings and Equipment		
Lounge chairs	\$ 3,000.00	\$ 8,000.00
Stacking chairs	\$ 1,600.00	\$ 2,500.00
Kitchen equipment	\$ 2,000.00	\$ 3,000.00
Bar equipment	\$ 800.00	\$ 800.00
Trophy case	\$ 800.00	\$ 1,200.00
Sound system	\$ 1,500.00	\$ 3,000.00
Spot light and flagpole	\$ 1,000.00	\$ 1,500.00
Suite appliances	\$ 1,000.00	\$ 1,000.00
	<u>\$ 11,700.00</u>	<u>\$ 21,000.00</u>
	TOTALS	
	\$242,500.00	\$324,000.00
Contingency @ 10%	\$ 24,250.00	\$ 32,400.00
Expected range of funds required	<u>\$266,750.00</u>	<u>\$356,400.00</u>

With realistic and accurate cost estimates.

APPENDIX

Comparative costs - other Yacht Clubs and Marinas

1. Tsawwassen Y.C.

Initiation - \$400
Annual dues - \$125
Moorage - not applicable (dry storage only)

2. Burrard Y.C.

Initiation - \$2000 share + \$200
Annual dues - \$140
Moorage - \$2.90 to \$3.90

3. Vancouver Rowing Club

Initiation - \$1000 (moorage members only)
Annual dues - \$85
Moorage - \$2.25

N.B. Club is currently considering replacement of its building's foundations at an estimated cost of \$1 million.

4. Eagle Harbour Y.C.

Initiation - \$1000
Annual dues - \$350
Moorage - \$1.50 to \$2.50/ft. depending on lengths

N.B. Initiation is to rise to \$1500 in 1984 to discourage new members.

+ 5. Marinas - moorage costs

- a) Lynnwood - \$3.35 (plus optional \$80 for electricity for winter months)
- b) Reed Point - \$3.30
- c) Mosquite Creek - \$3.30 (plus optional \$60 electricity for winter months)
- d) False Creek - \$5.00 (plus parking)
- e) Seycove Marina (Art George's) - \$2.65/ft. (+ \$15/month for electricity)

The financing options included a review of charges at other facilities.



In early 1985 the old club house had been demolished, and work was started on the new one.



The forms for the basement concrete foundations
January 1985.



With erection of the concrete forms progressing quickly.



And framing up to first floor level. Note the lack of development in Gallant Avenue.



The main floor framing progressing under the watchful eye of Keith Byers – February 1985.





The building really starting to take shape.



Still a way to go – but looking like the real thing.



The sea wall has been extended, and windows installed.
And work progressing on the interior – March 1985.



And, as work was progressing on the building the rough grading was started.





Work on the main entrance
with the siding almost complete



And starting to look like our club house!
April 1985



The new club house was completed in the summer of 1985, and a large crowd turned out to celebrate the official opening. Note the lack of sun deck in this photograph.



The club house shortly after completion. The sun deck has been installed and the District is progressing with the park landscaping.



Commodore John Hutchinson on a
tour of inspection.



In 1986 the replica of HMS Bounty visited Vancouver and needed some mast repair. The club was fortunate enough to receive a surplus spar which was raised, with all required pomp and ceremony, next to the then new sun deck.

In attendance that day were:

Back: Brian Moorehouse, Marv Ferg, (1), Roger Hagggar,(3), Grace Ferg, (4), (5)

Middle: (6), (7)

Front: John Klinksgaard, Pat Fisher, Ian Hopkinson, Keith Byers



With Ian Hopkinson doing his canon trick again, the guests and dignitaries' waited with bated breath. The old flag pole was duly removed and the new one raised in it's place.



The Wharves

The Deep Cove Yacht Club has, since its inception, relied on member input in the construction and maintenance of the wharves. In the early years this was directed at the maintenance of the seasonal moorage.

The docks were disconnected each fall, and aligned towards the marina (Art George's at that time!), and the boats were relocated, either to dry storage or to temporary docks elsewhere. In the spring the docks were once again connected to provide the summer moorage.



The docks in the fall of 1979 - disconnected and in the process of being folded back and aligned to the north.

The three docks in the foreground are the DCYC docks. The government dock is just behind, with Rockcliff Road and parking lot in the background.

The picture is from a super 8 movie taken from the Deep Cove Look-out on Mount Seymour in November 1979.

An analysis of the options for A Dock was started in the mid 1970's.

DCTC PLANNED DOCK IMPROVEMENTS

DATE JULY 1ST 1975
J.P. HUTCHINSON

- 1.0 SCOPE
- 2.0 PREPARATION
- 3.0 IDENTIFY CURRENT PROPOSALS
- 4.0 WIND WAVES TIDES
- 5.0 VISIT TO CEFER DESIGNS.
- 6.0 CONCRETE FLOATS - STRENGTH
- 7.0 ANCHORING POINTS
- 8.0 PROPOSED MOORING OF 160' BREAKWATER
- 9.0 COST ESTIMATE.

The Club has been fortunate to have knowledgeable members who have been willing to donate their time to the design and maintenance of the wharves.

Early on these included John Hutchinson, Karl Hansen and Ken Gehman who established the year-round facilities in the Cove and the initial docks and ramps at the outstation – and, from the mid 1980's, Bob Hall, and Mike Low who converted the records to digital format, developed dock and finger designs and maintained dock maintenance records.

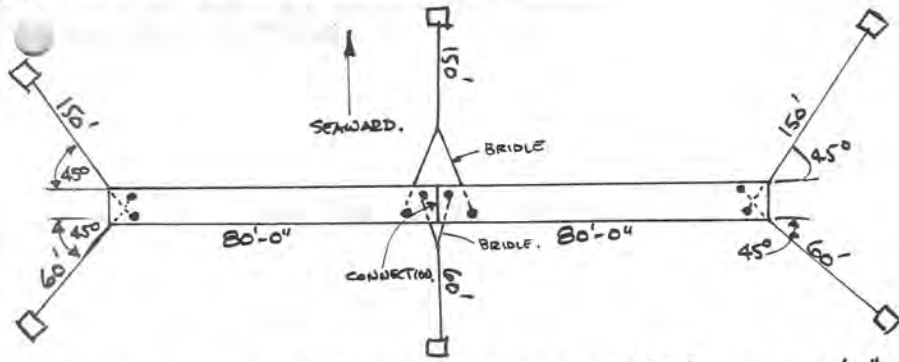
By the mid 1970's the Club started reviewing options for permanent moorage, and conceptual layouts with cost estimates were developed to explore alternatives. These early designs were completed by John Hutchinson.

The size of A Dock was eventually agreed at 210 feet long, and Al Mercer, a marine structures engineer, offered to complete the hydraulic analysis. The dock is designed so that the width, depth and mass attenuate the swells which are generated by the outflow winds that blast down Indian Arm. The dock was constructed by Cefer Docks in 1980, and included the installation of twelve concrete anchor block each of twelve tons.

The original dock sections have hollow compartments which are ballasted to allow for adjustment of the height of the dock. There are 16 compartments in each dock section with enough polystyrene to maintain buoyancy even in the unlikely event that all tanks are ruptured.

(6)

PROPOSED MOORING OF 160' BREAKWATER.



GENERAL TWO CONCRETE DOCKS 80'-0" LONG 16'-0" WIDE. CONNECTED TOGETHER.

SIX MOORING CHAINS. THREE SEAWARD SIDE THREE TO SHORE. 1" MOORING CHAIN PLUS 5 TON CONCRETE BLOCK ANCHORS. SHORE SIDE LINES COULD BE SHORTER AS THEY ARE IN SHALLOWER WATER. CHAINS SHOULD BE INSPECTED YEARLY & REPLACED EVERY 5 YRS.

9.0 COST ESTIMATE (PRELIMINARY)

TWO - 80' X 16' CONCRETE FLOAT @ \$1,100 EACH	22,000
SIX - 5T. CONCRETE ANCHORS @ 500 EACH	3,000
630 FT. OF 1" MOORING CHAIN @ \$5/FT. + DELIVERY	3,500
MISC. MOORING FITTINGS	250
PLACEMENT OF ANCHORS INCLUDING BOAT PLUS 3 MEN @ \$40/HR - 3 DAYS = 72 MAN HOURS	3,000
	\$ 31,750

FIGURES ABOVE WERE QUOTED AS A ROUGH ESTIMATE BY ERNIE WATKIN AND SHOULD ONLY BE USED AS A GUIDE. ADEQUATE INSURANCE COVERAGE AND D.C.Y.C. NEGOTIATING FOR EXTENDED WATER LEASE LOT IS NOT INCLUDED.

An early concept of A Dock by John Hutchinson in around 1975



An ariel view of the yacht club in 1980, with the arrival of A Dock. Note the single public dock, Rockcliff Road with houses to the corner and the apartments under construction.



The old club house is still there, plus the marine railway used to construct the main walkway. And the old Watson's Canoe Rental building on the beach to the left – with the beach extending to the public dock.

DEEP COVE YACHT CLUB

FINANCIAL STATEMENTS

DECEMBER 31, 1980

The Deep Cove Yacht Club
financial statements for 1980.

AUDITOR'S REPORT
BALANCE SHEET
STATEMENT OF REVENUE AND EXPENSE
STATEMENT OF CHANGES IN CASH POSITION

DEEP COVE YACHT CLUB
BALANCE SHEET
DECEMBER 31, 1980
(Audited)

ASSETS

CURRENT ASSETS

Bank - Current		\$	984.39	
Inventory - Mugs & Borgees		\$	250.00	
Prepaid Expenses		\$	1,285.00	
Due from Social Committe J. Donald		\$	<u>150.00</u>	\$ 2,669.39

FIXED ASSETS

Wharf and Pier	\$148,632.41			
Depreciation	<u>\$ 22,482.00</u>	\$126,150.41		
Furniture and Equipment	\$ 3,989.35			
Depreciation	<u>\$ 2,930.96</u>	\$ 1,058.39		
Boats	\$ 4,017.98			
Depreciation	<u>\$ 1,295.20</u>	<u>\$ 2,722.78</u>	\$129,931.58	
			<u>\$132,600.97</u>	

LIABILITIES

CURRENT LIABILITIES

Bank loan		\$	50,000.00	
Wharfage deposits		\$	<u>37,146.75</u>	
		\$	87,146.75	

GENERAL FUND

Balance December 31, 1979		\$	25,855.33	
Plus 1980 Income		\$	<u>19,598.89</u>	\$ 45,454.22
*Balance December 31, 1980				<u>\$132,600.97</u>

The Balance Sheet

DEEP COVE YACHT CLUB
 STATEMENT OF REVENUE AND EXPENSE
 YEAR ENDED DECEMBER 31, 1980
 (Audited)

REVENUE

Members fees	\$ 8,865.00	
Wharfage	\$ 4,950.00	
Initiation fees	\$38,080.25	
Albacore rentals	\$ 1,200.00	
Miscellaneous Income	<u>\$ 797.45</u>	\$53,892.70

EXPENSE

Social Activity (Net)	\$ 1,202.61	
Bank charges and interest	\$ 3,750.18	
Caretaker	\$ 2,900.00	
Waterlot - lease	\$ 3,950.94	
Insurance	\$ 1,091.50	
Utilities	\$ 1,694.16	
Building Maintenance	\$ 1,371.20	
Office	\$ 1,018.68	
Property taxes	\$ 1,815.12	
Racing	\$ 125.68	
Wharf Maintenance	<u>\$ 612.74</u>	<u>\$19,532.81</u>

Income before depreciation \$34,359.89

Depreciation \$14,761.00

NET INCOME FOR THE YEAR \$19,598.89

The Statement of Revenue and Expense.

DEEP COVE YACHT CLUB
STATEMENT OF CHANGES IN CASH POSITION
DECEMBER 31, 1980

SOURCE OF CASH

Net income for the year	\$ 19,598.89
Add items not requiring an outlay of funds:	
Depreciation	14,761.00
	<hr/>
Reduction in inventory	34,359.89
Reduction in amount due from social committee	247.83
Increase in bank loan	450.00
Increase in wharfage deposits on hand	50,000.00
	<hr/>
Increase in wharfage deposits on hand	37,146.75
	<hr/>
Total sources of cash	122,204.47

USE OF CASH

Decrease in accrued liabilities (Hydro)	100.00
Increase in prepaid expenses	867.00
Addition to wharf and pier	130,180.23
	<hr/>
Total use of cash	131,147.23
	<hr/>
Reduction in cash on hand for year	\$ 8,942.76
	<hr/> <hr/>

Cash on hand, December 31, 1979	\$ 9,927.15
Cash on hand, December 31, 1980	984.39
	<hr/>
Reduction in cash on hand for year	\$ 8,942.76
	<hr/> <hr/>

Statement of Changes in Cash Position



Placing the anchors for A Dock. The new dock required twelve by 12T concrete blocks. Summer 1980.



A 12T block being carefully lowered on 7/8" long link chain.



Launching the first concrete module for the main walkway. The units were constructed by club members on a marine railway right next to the old club house. Spring 1980.



Collecting the unit and moving it to deeper water.

Calculation Sheet

Sheet 1 of

Subject _____

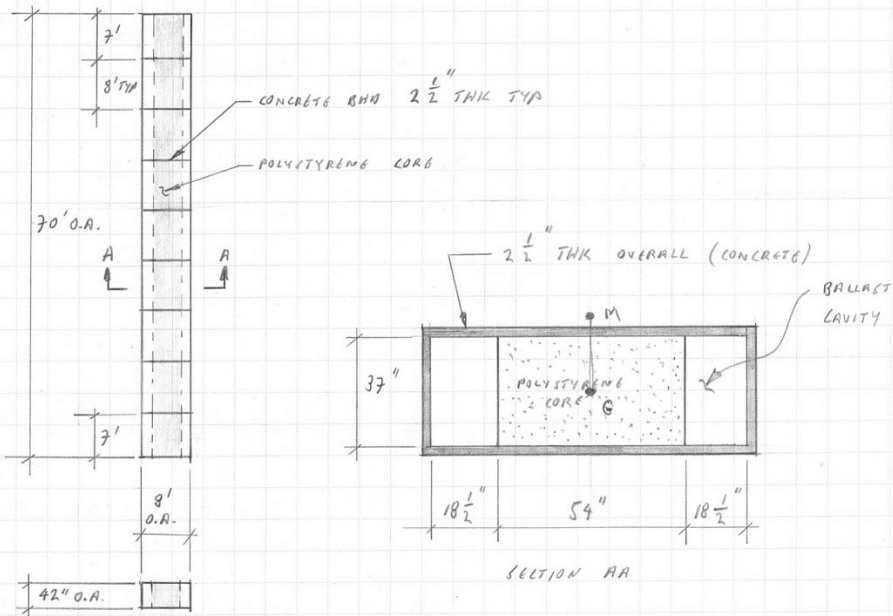
Date: 29 SEPT 83

Work Order No. _____

Prepared by _____

Checked by _____

FLOATING DOCK STATICAL STABILITY



Stability calculations – without the benefit of a computer.

Calculation Sheet

Sheet 3 of _____

Subject _____

Date: _____

Work Order No. _____

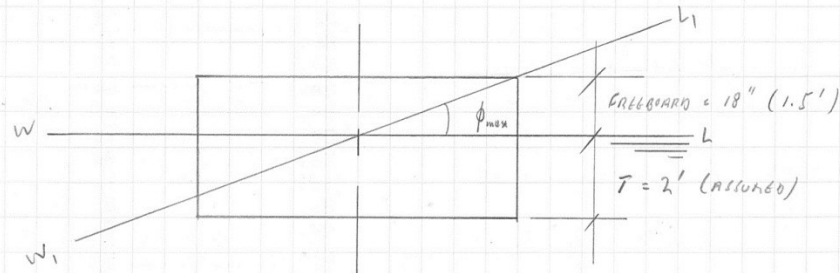
Prepared by _____

Checked by _____

- THE WALL SIDEN FORMULA IS:

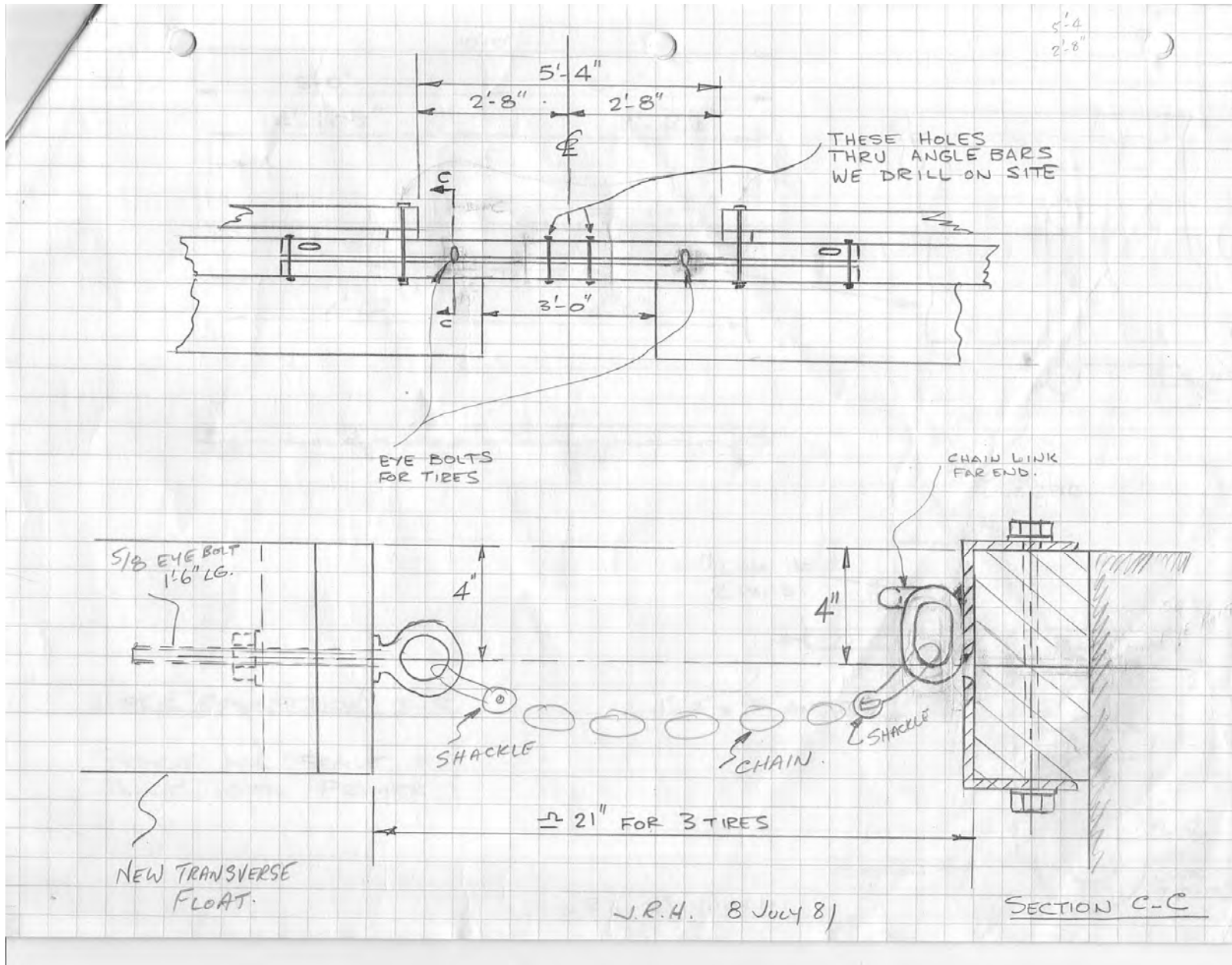
p.105
$$\bar{GZ} = \sin \phi \left[\bar{GM} + \frac{\bar{BM}}{2} \tan^2 \phi \right]$$

- THE FORMULA IS APPLICABLE TO A MAXIMUM VALUE OF ϕ AS SHOWN:



$$\phi_{max} = \tan^{-1} \left(\frac{1.5'}{4.0'} \right) \approx 21^\circ$$

Figuring it out!



An early main walkway connector detail concept – later revised.



IN THE EARLY 1980'S THE DEEP COVE YACHT AND SPORTS CLUB EXAMINED ON A RAISON D'ETRE TO THE DOCKS, CHANGING FROM SEASONAL MOORAGE TO A YEAR ROUND FACILITY. THIS UPGRADE INCLUDES THE INSTALLATION OF THE SEAWARD FLOAT AND THE CONSTRUCTION OF CONCRETE BLOCKS.

THE FLOATS FOR THE CONCRETE BLOCKS WERE CONSTRUCTED BY OLR MEMBERS ON A RAISON D'ETRE WHICH WAS LOCATED IMMEDIATELY TO THE WEST OF THE MAIN DOCK. THE RAISON D'ETRE CONSISTED OF TWO RAISONS EXTENDING INTO THE WATER, AND AN ELECTRICALLY OPERATED WINCH WHICH WAS CHAINED TO THE LARGE OILS.

THIS TEMPLATE WAS USED TO IMPRINT THE OLR LOGO INTO THE WET CONCRETE. THE CONCRETE FLOATS WITH IMPRINTED LOGO HAVE STOOD THE TEST OF TIME, AND MAY STILL BE SEEN INCORPORATED INTO THE NORTHERN HALF OF 'D' DOCK, AND THE BATH WALKWAY FROM THE END OF THE RAIP TO THE SEAWARD FLOAT.

THIS PLAQUE IS PRESENTED IN RECOGNITION OF ALL MEMBERS PAST AND PRESENT WHO HAVE WORKED SO HARD TO MAKE THIS OLR THE SUCCESS THAT IT IS - AND TO THOSE FUTURE MEMBERS WHO WILL CAREY ON THIS PLANTATION.

Aug. 1999

The template for embossing the concrete blocks – made by Horst Oetter and on display on the stairs to the basement.

With the installation of A Dock, the breakwater dock, in 1980, the focus shifted slightly, to a more formal maintenance of the new year-round facility. Following A Dock, B and C Docks were upgraded to concrete in the early 1980's. The old log docks were tied up inshore, and eventually relocated to the outstation in 1987.

The construction of new equipment continued and, starting in the early 1990's, the inshore wooden docks were constructed by club members, on the beach in front of the club house.

Materials were assembled and prepped during the week, and early on a Saturday morning, the construction was started as soon as the tide receded. With careful planning and very willing help from all, the Learn-to-Sail, Dinghy Storage and Ramp Docks were all constructed – at great financial saving and with much camaraderie.

Throughout the period the club has been fortunate to have a group of members with the expertise in engineering and marine matters who have been willing to donate their time to building the facilities.

Early on these included Karl Hanson, John Hutchinson, Al Mercer. They were followed by Bob Hall, Rob Sloss and Mike Low, and a succession of very keen Rear Commodores, Docks.

The following pictures show the construction of some of the docks, and the members and guests involved in the construction.

The Ramp Dock under construction



The beach in front of the club house that was used for the construction of the wooden docks – waiting for the tide to drop. Summer 2000.



The three modules that make up the ramp dock under construction. A similar design was adopted for all docks constructed by the club. All lumber is 3" x 12" full dimensioned treated fir, with a 2" x 6" treated fir deck. The floatation consists of 30" x 60" X 20" deep plastic-wrapped polystyrene.



A lunch break at a dock-building work party in 2000.

John Begley (Partly hidden), (1), Tony Akerster, Bob Hall (standing), Horst Oetter (seated), Gert Behrens (guest), Fred Knoflook, John Hutchinson, Bev Parslow (front), Les Hetherington, Allan Burgess.



The first module is almost complete. Work is underway on the second module as the tide falls.

(1), (2), John Begley, Bob Hall, Tony Akaster, Gert Behrens (guest), Fred Knoflook, (3), John Hutchinson.



Work continues on the final module as the tide turns. From left to right:

John Hutchinson, Bev Parslow, (1), Gert Behrens (guest), Hoerst Oetter, (2), Fred Knoflook.



Finishing off the decking

John Hutchinson, Horst Oetter, Bob Hall, (1), Gert Behrens (guest), Bev Parslow, Fred Knoflook, John Begley.



With everyone waiting to see whether the new docks would float, and Rob Brunn with a helper nailing down the last of the decking, the work for the day is almost completed.

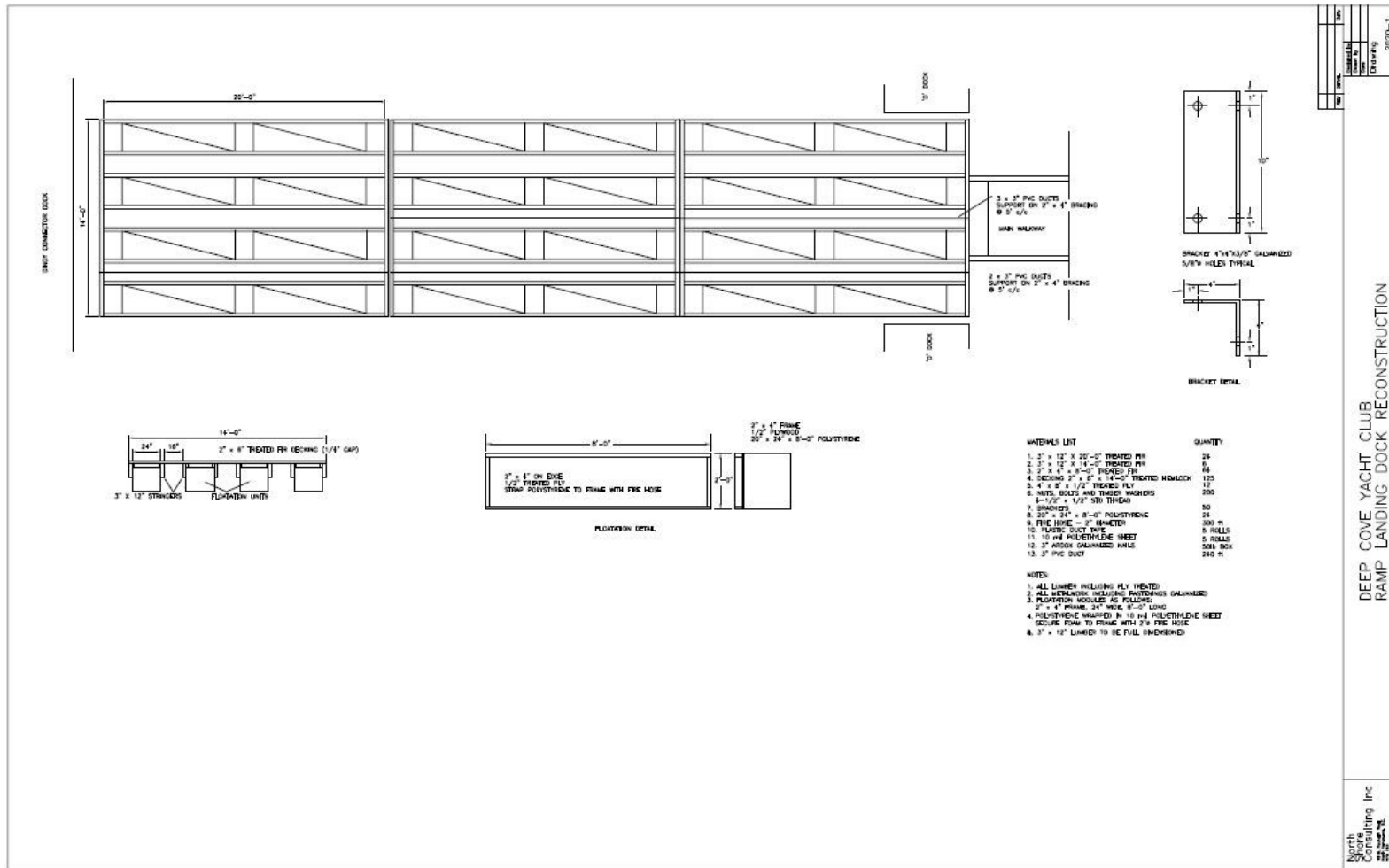
Gert Behrens, Fred Knoflook, Horst Oetter, Bob Hall, Bev Parslow and John Begley



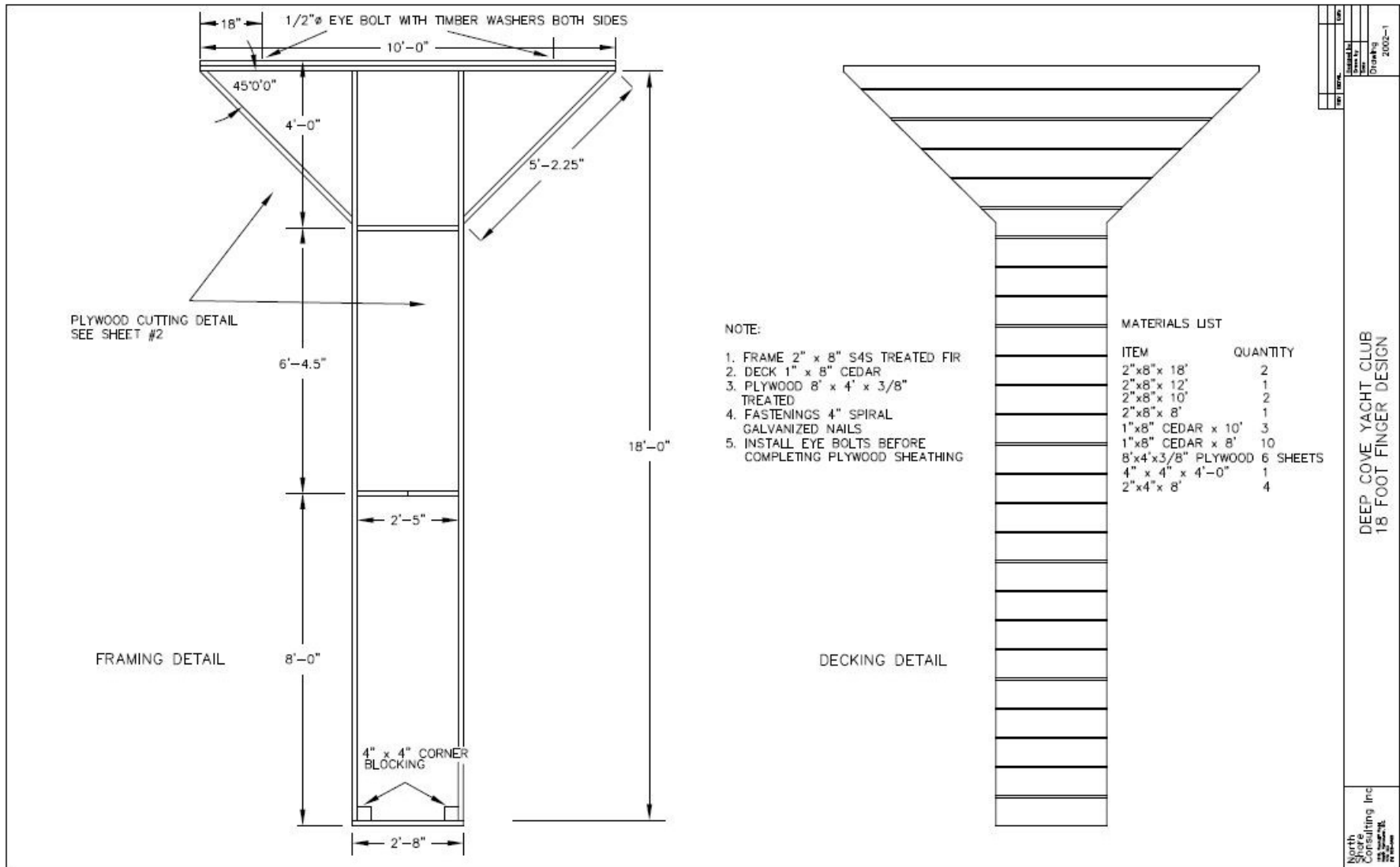
The completed docks, bolted together and waiting to be installed.



Maneuvering the dock under the ramp. The old log dock can be seen in the foreground. It is about to be relocated and the new dock moved into place.

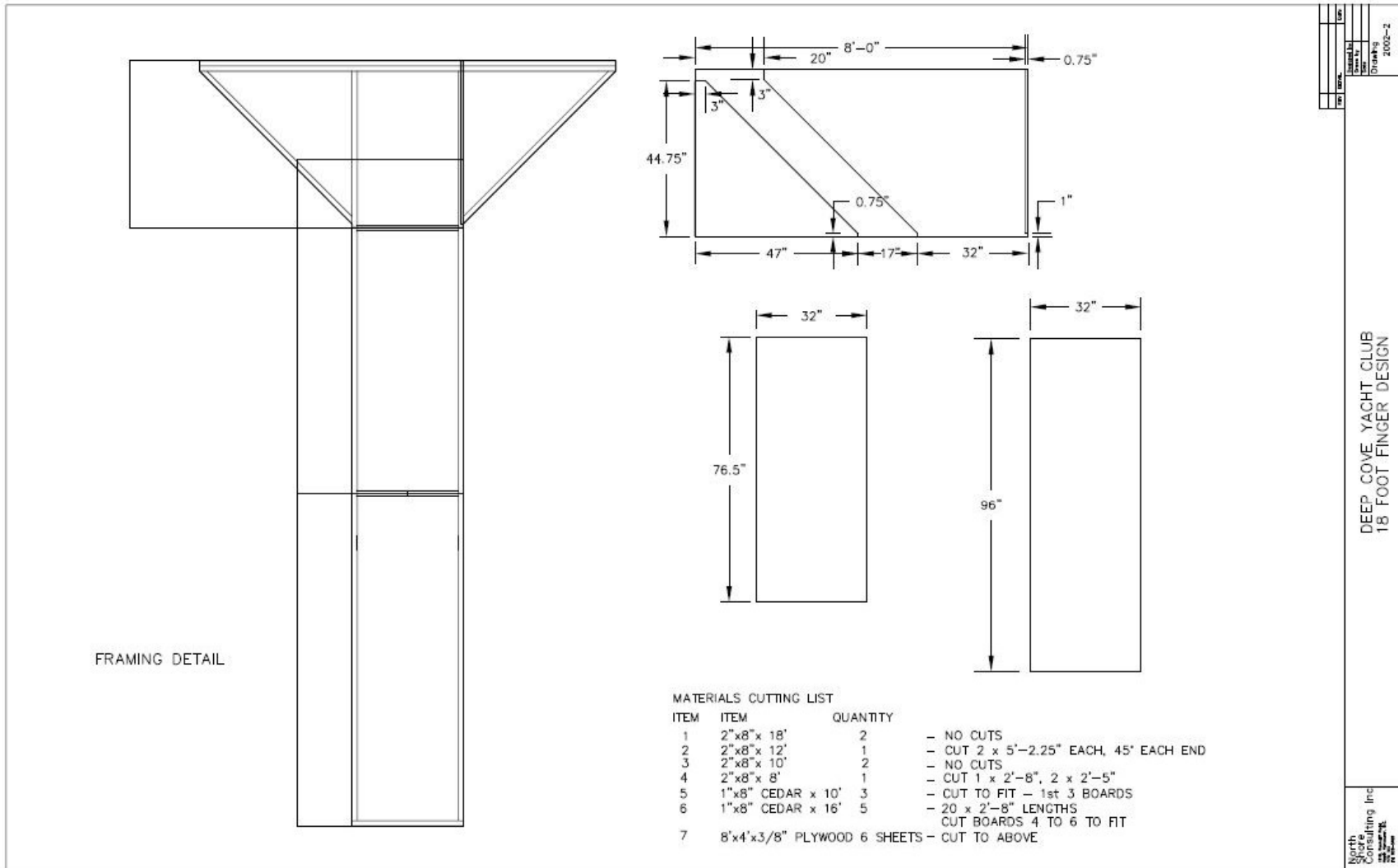


The drawing of the Ramp Dock using the layout developed from the initial LTS docks in 1992. The simplicity of construction allowed the members to assemble the docks on the beach during a single tide cycle.



The start of the DCYC Skinned Finger Design

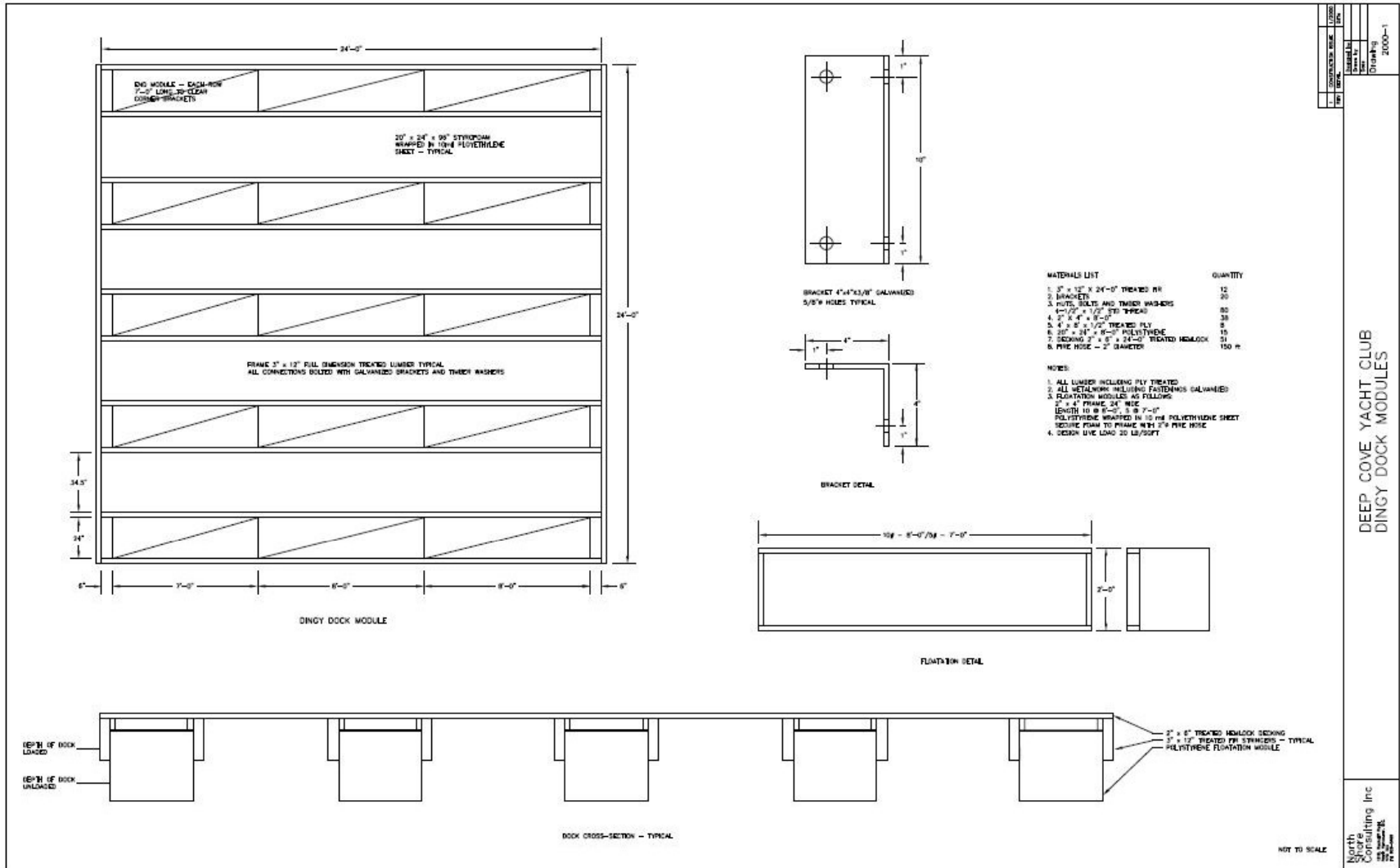
The fingers are skinned with plywood top and bottom to eliminate the twisting. The design was first tried on the 18' fingers.



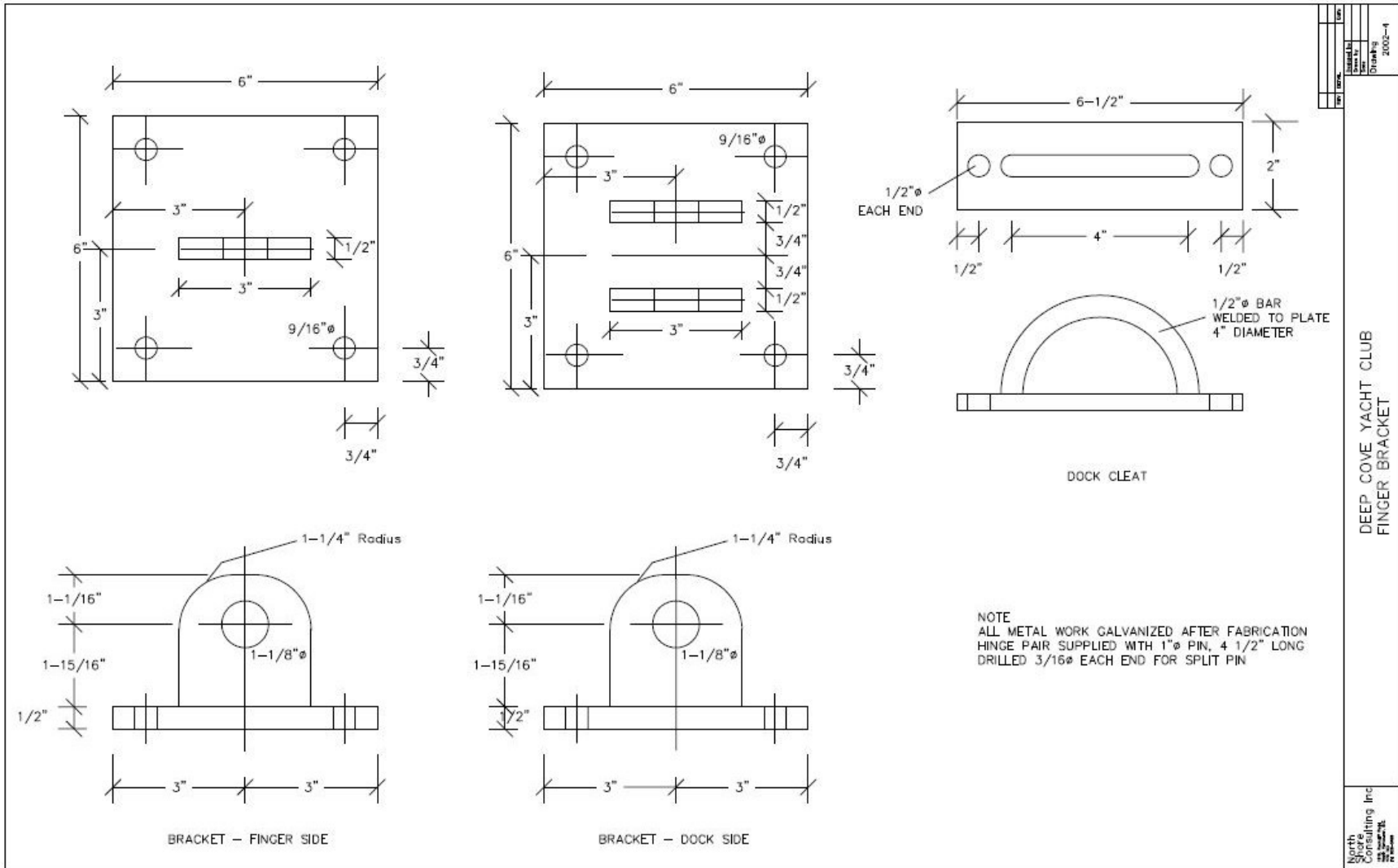
The framing drawing for the 18' finger.

	A	B	C	D	E	F	G	H	I	J	
1	Deep Cove Yacht Club										
2	Buoyancy Calculation – Flotation Requirement - 27' Finger										
3											
4											
5			Thickness	Depth	Length	Number		Volume			
6			inches	inches	feet			cu ft			
7	Stringers		1.5	9.5	27	2		5.34			
8	Bracing		1.5	3.5	27	2		1.97			
9	Connection		1.5	9.5	8.5	1		0.84			
10	Dock end		1.5	9.5	10	2		1.98			
11	Transverse		1.5	9.5	4	8		3.17			
12	Ply		0.25	48	27	2		4.50			
13	Ply		0.25	72	3	2		0.75			
14	Decking		1	48	27	1		9.00			
15								27.55	Total wood volume		
16											
17	Wood density							50.00	lb/cuft		
18	Wood weight							1377.47	lb		
19	Volume of water to be displaced @ 63 lb/cu ft								21.86	cuft of water	
20				Length	Width	Number	Area				
21				Inches	inches		Sq Ft	Depth submerged			
22	Foam volume	foam		78	40	4	86.67	0.25	feet		
23											
24	Add live load say		5 lb/sqft								
25			Area	load							
26			sq ft	lb							
27	Live load			252	1260	lb					
28	Volume of water to be displaced			20	cuft						
29											
30	area of foam			86.67	sq ft						
31	Additional depth of submergence			0.23	feet						
32	due to live load										
33											

The buoyancy calculation for a 27' plywood-skinned finger. Much easier now that computers have arrived.



Construction details for a Dinghy Dock Module – Three were built.



Details of dock hardware – for fabrication.



2010 Club Expansion

The Deep Cove Yacht Club was formed in 1936 and started off catering to smaller boats needing seasonal summer moorage. This continued until 1980, when year round moorage was introduced. The moorage system was designed to accommodate boats up to 35 feet in overall length on the inside docks, with moorage up to 39 feet overall being offered at the ends of the cross docks.

By 2010 there was considerable pressure from the membership to increase the allowed boat length, and the club embarked on an expansion program to allow for boats up to 44 feet overall on the inside of A Dock.

To accomplish this, it was required to extend A Dock 70 feet to the North and to relocate the dock approximately 45 feet seaward. The work in 2010 included the purchase of the new section of dock to extend Northward, the installation of 8 by 12T anchors, new $\frac{3}{4}$ " stud link chain on all 20 anchors, and the extension of the main walkway.

In preparation for the delivery of the new dock the original three sections of A Dock were relocated on July 1st, 2010. This was accomplished by extending the shoreward chains and shortening the seaward ones. After shutting off the power and water distribution systems, the main walkway was disconnected and A Dock eased seaward. When it had been moved to the new location a previously constructed section of walkway was inserted. All of the relocation and walkway extension work was completed by members at a work party in one day.

When the original dock was in place the new section of dock was delivered and attached to the North end. Eight additional anchors for the dock were set, and all of the chains replaced with $\frac{3}{4}$ " stud link chain.



Rob Sloss, Ian Silvester and Tim Saxvik hauling chain, with Mike Low standing by to dive if the chains got hung up. Summer 2010.



Working on disconnecting the main walkway
prior to inserting the extension.



The crew adding 45 feet to the walkway.



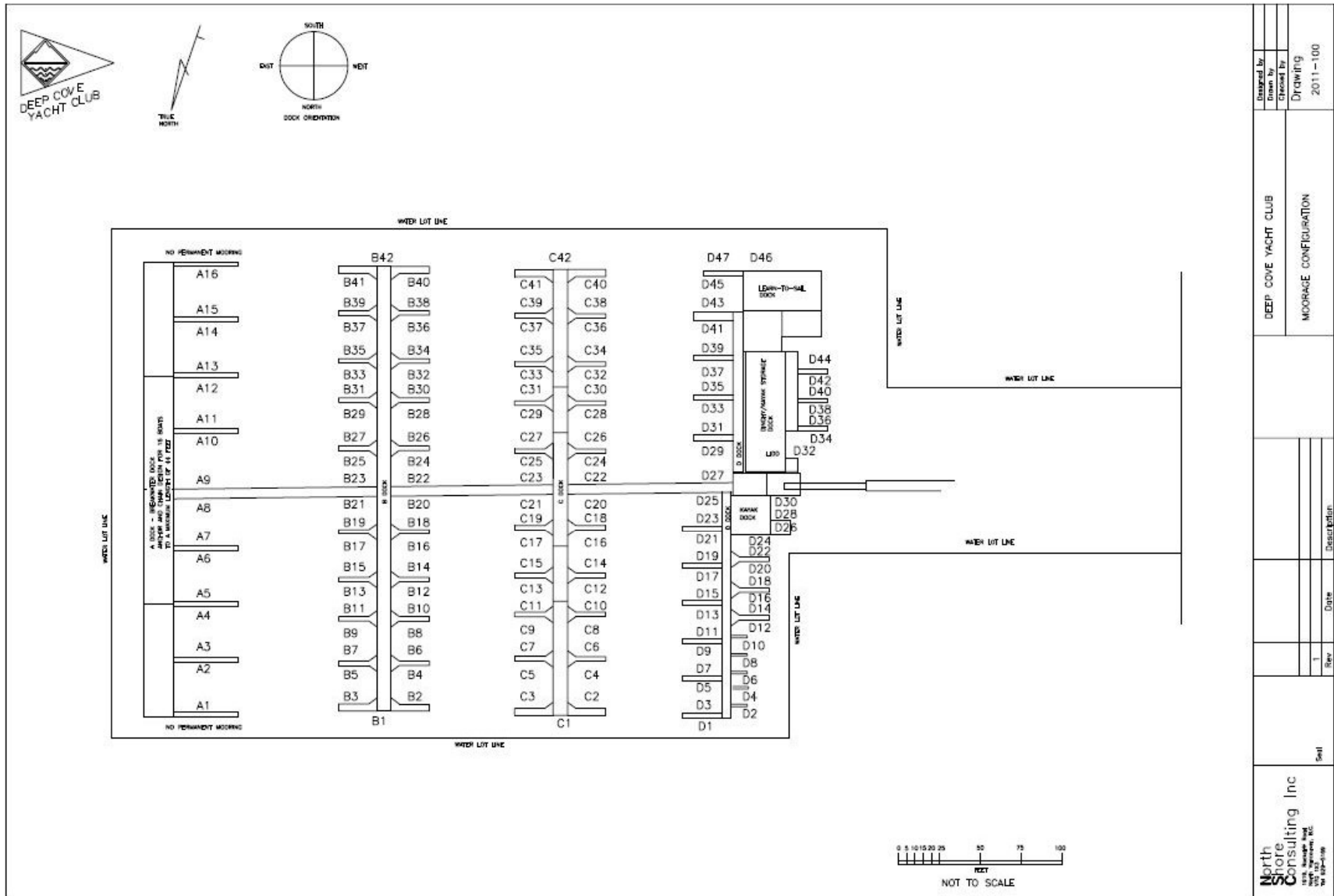
Boris del Mar and Phil Pollard completing the splice.



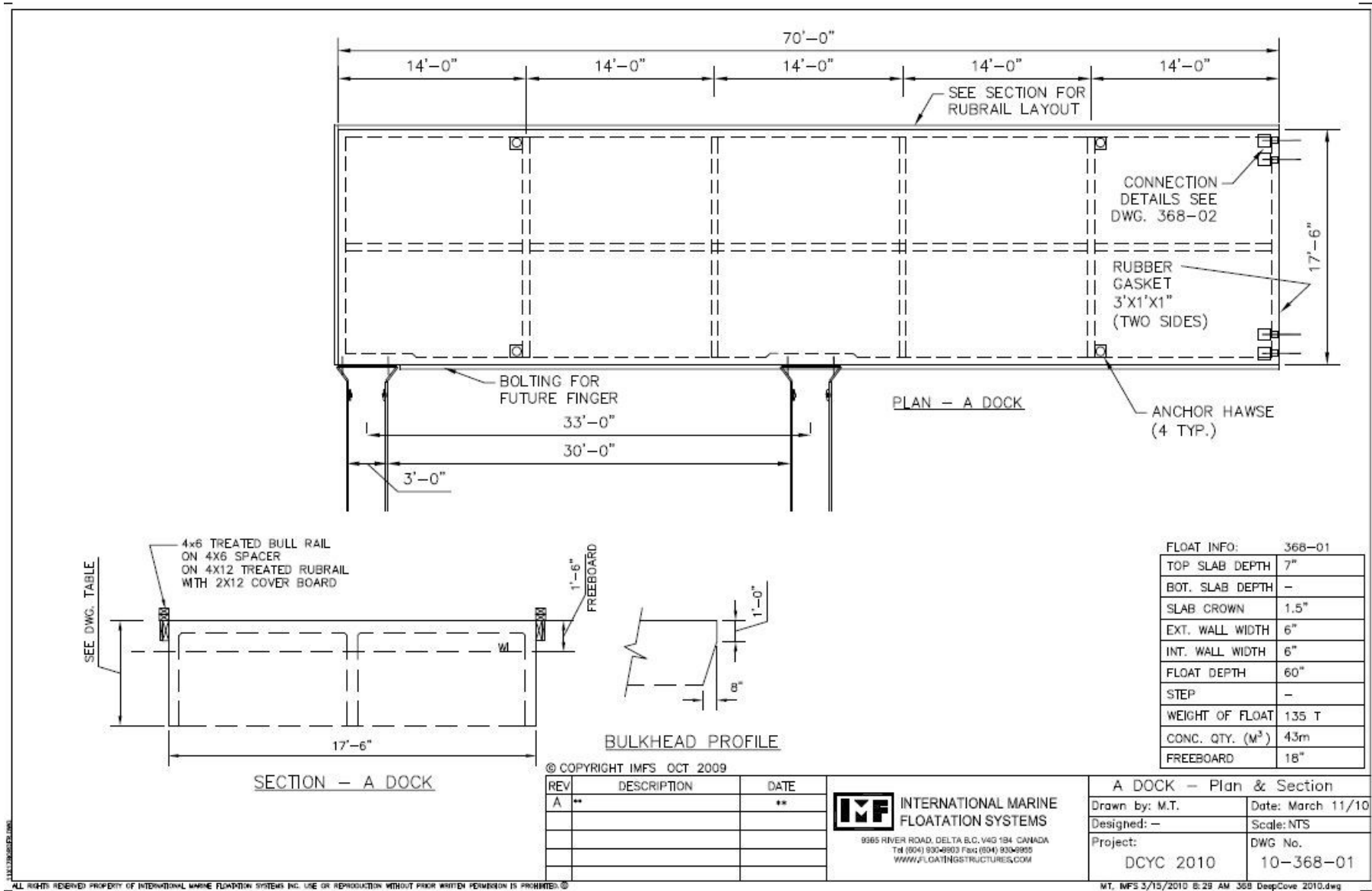
And connecting the ends



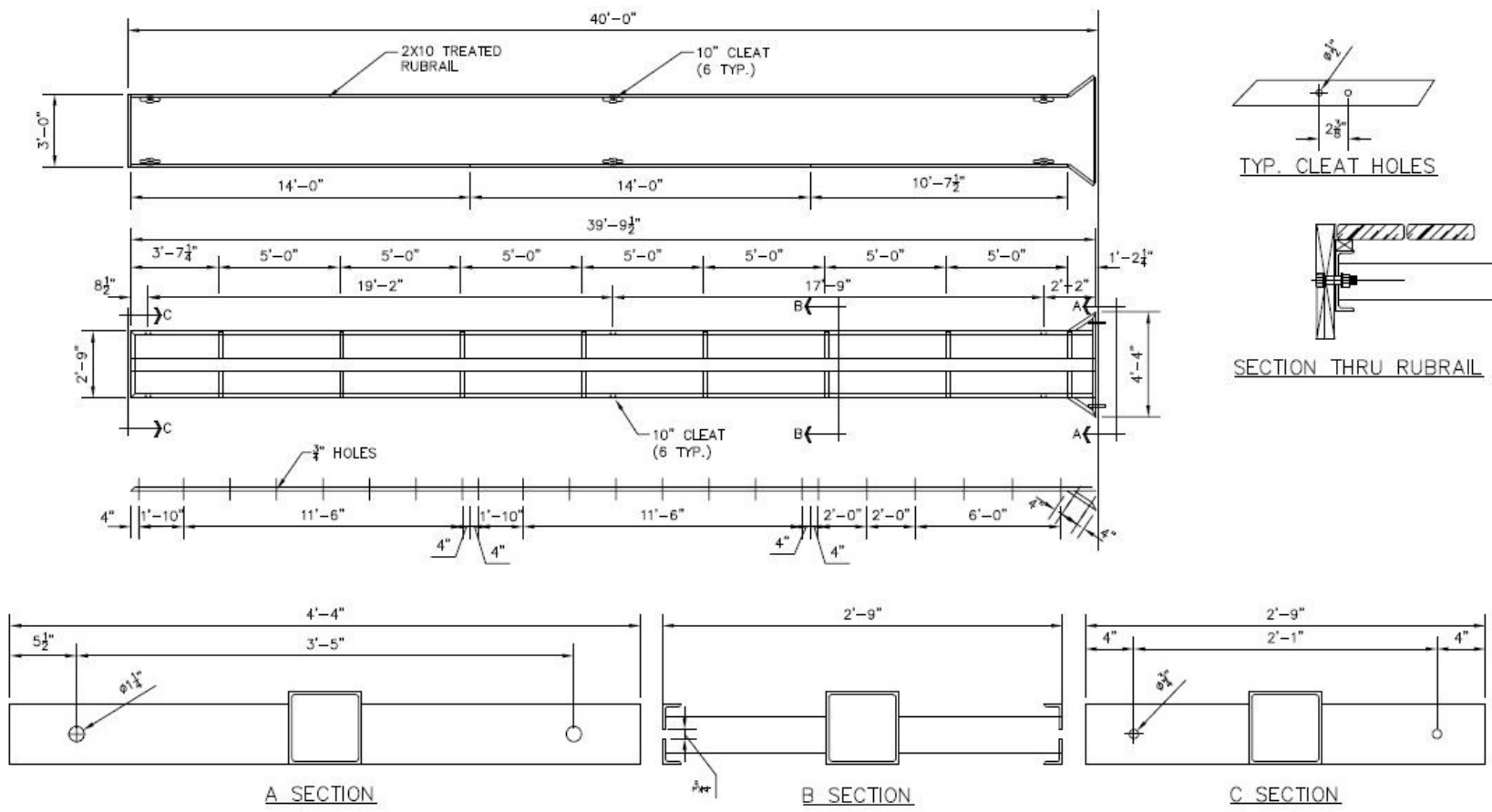
Lunch time at the work party. A good turn-out with Tim Saxvik and Commodore Doug Hill in the foreground.



The final configuration as approved by Port Metro Vancouver and the District of North Vancouver.



The extension to the original A Dock.



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REV	DESCRIPTION	DATE
A	**	**

IMF INTERNATIONAL MARINE FLOATION SYSTEMS
 9365 RIVER ROAD, DELTA B.C, V4G 1B4 CANADA
 Tel: (604) 930-8603 Fax: (604) 930-8665
 WWW.FLOATINGSTRUCTURES.COM

Torque Tube Finger Detail	
Drawn by: M.T.	Date: March 15/10
Designed: -	Scale: NTS
Project: DCYC 2010	DWG No. 10-368-04

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MT, IMFS 3/15/2010 8:29 AM 368 DeepCove 2010.dwg

The 40' fingers for the bigger boats on A Dock.

As part of the approval by Port Metro Vancouver, the Club was required to relocate all of the wooden docks that went aground during the tide cycle, to a water depth of at least 3 feet. This included the three dinghy docks and the Learn To Sail Docks. The Port agreed to extend the contract period and this work was carried over to 2011.

Over the winter of 2010/2011 a comprehensive redevelopment strategy was developed and, in February 2011, work was started on the relocation of the docks.

At the same time drawings were developed for the extension of B and C Docks, to provide moorage equivalent to the old dock configuration.

All work was completed by Sail Past of that year, with sign-off by the Port following shortly thereafter.



The Learn to Sail Docks before the move.



And the Dinghy Dock before the move.



Commodore Mark Doucette disconnecting the electrical distribution system.



With everything cleared the move is ready to start.



As the lines were cast off the breeze started to come into the bay! 142



Everything came to a halt as we ran out of steam.



With Niska Sea's pulling power we were under way again.



Once around A Dock things eased considerably – much to the relief of Commodore Mark Doucette



Once we were headed downwind we changed the towing back to the work boat and eased the whole rig into it's location against D Dock.



Preparing the docks for their final location.
At this point the weather was co-operating.



The North side of D Dock - reconfigured.



And the South side with the Learn to Sail docks and the Dinghy Docks. All docks are of similar construction and we were able to disconnect and reconfigure them with the minimum of issues.



A check of the extension sections for B and C Docks during construction



Dock Maintenance

Dock maintenance has always been a 365 day a year event, with daily dock walk-arounds and regularly scheduled inspections. In the spring work starts in earnest to ensure that everything is spick and span by Sail-Past. This includes pressure washing of the docks and all equipment, and the touching up of any paint work.

A half of all of the chains and anchors are inspected by a dive team each year, and repairs carried out as required. And fingers and other wooden structures are inspected and replaced or repaired as required.

The responsibility for wharf safety and maintenance falls under the Rear Commodore, Docks, and the Wharf Maintenance budget represents approximately 35% of the total club expenditure.



Helmut Ehlers and Marv Ferg battle the elements on A Dock while John Ratel in the background heads for Lynnwood Marina with a hole in the bow



While the Cove can be really tranquil, once in a while we are pounded by outflow winds. In 1969 a storm caused extensive damage to boats and docks. Note the car in the background. Until 1984 Gallant Avenue used to extend to the public dock, with a parking area next to the club house.

Deep Cove Winter storm 1969

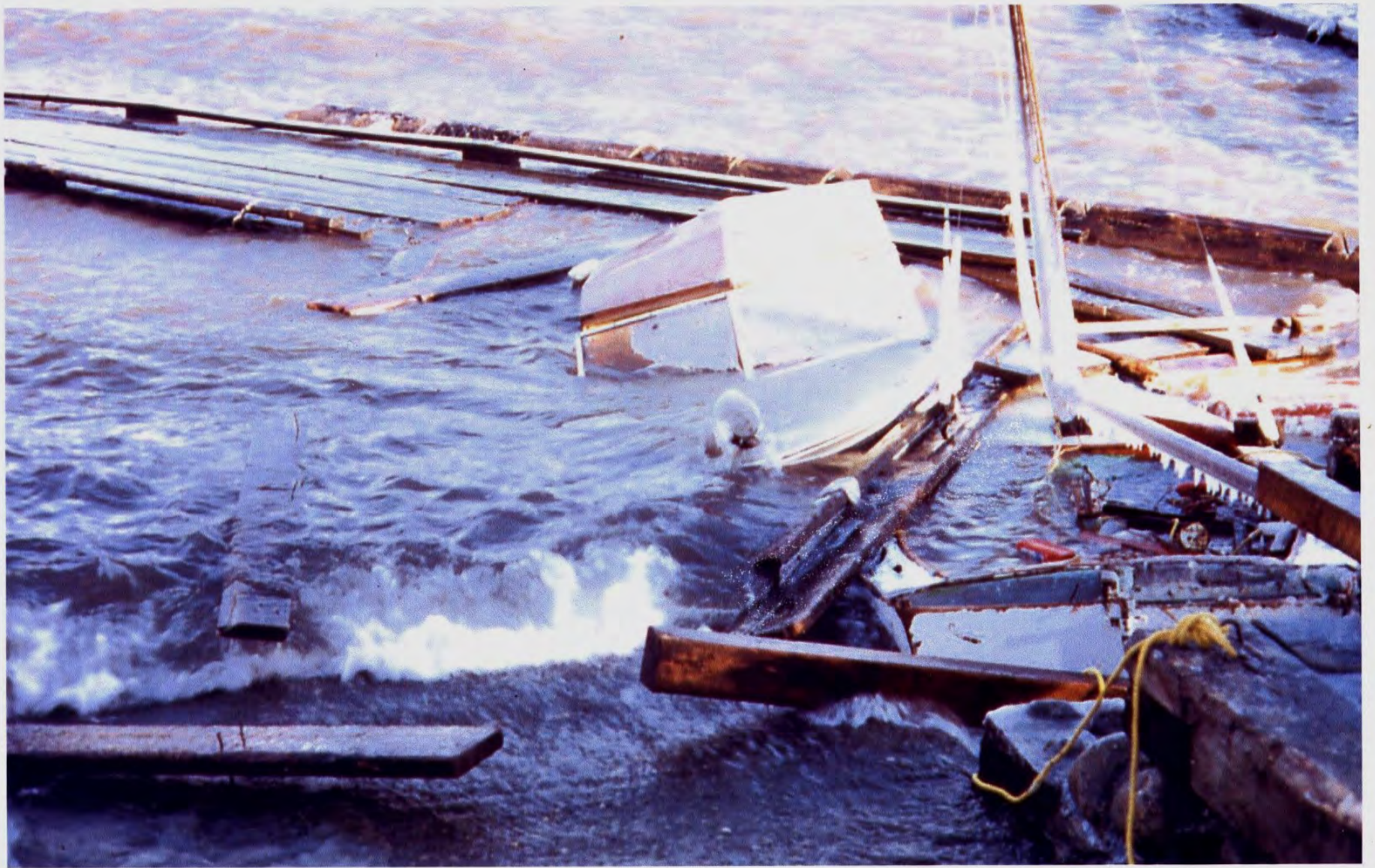


While the storm of 1969 caused the most severe damage later storms have been an issue, and we have upgraded our docks and anchoring systems to cope.

Deep Cove Winter storm 1969



The storm was remembered for a long time.





Unfortunately it is usually mid-winter when Mother Nature comes calling.

When this happens members are always on call to lend hand.

Here Rob Sloss is busy securing the dock after a winter storm in 2010.



Mardy Grosman and Phil Pollard lending some muscle to secure the joints on A Dock.



Tony Gill and Doug Hill tightening the connector on A Dock



A worn-out set of connector hardware for the original sections of A Dock. These are the buffer pads between the sections on the left, the sheer connectors in the centre, and the bolt bumpers on the right. They have been lasting approximately 15 years and were replaced by a work party in less than a day.



A failed connector bolt on the new section of A Dock, during the winter of 2010/2011



A temporary fix.



Always in the middle of winter!



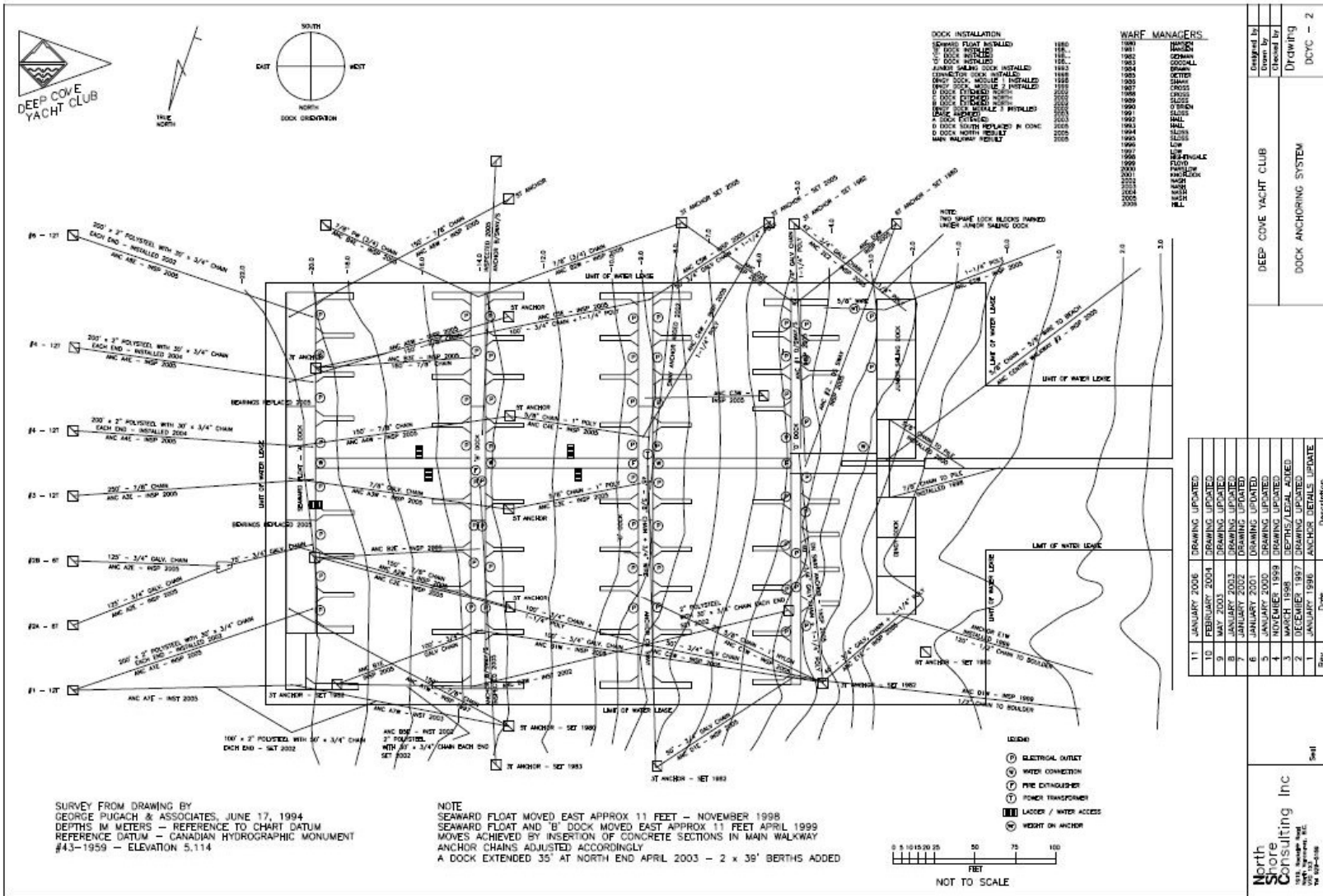
With an extensive chain anchoring system the club uses professional divers for regular inspections. One half of all chains and anchors are inspected each year and repaired as required. Summer 2006.



The inspections are typically carried out in the late spring and any repair work is completed by early fall.



The divers are equipped with two way intercom and can provide video imaging if required.



The drawing of the anchoring system pre 2010. The drawing included depths of anchors, inspection dates and other relevant data. Eight additional anchors were added in 2010/2011 to handle the larger boat size.

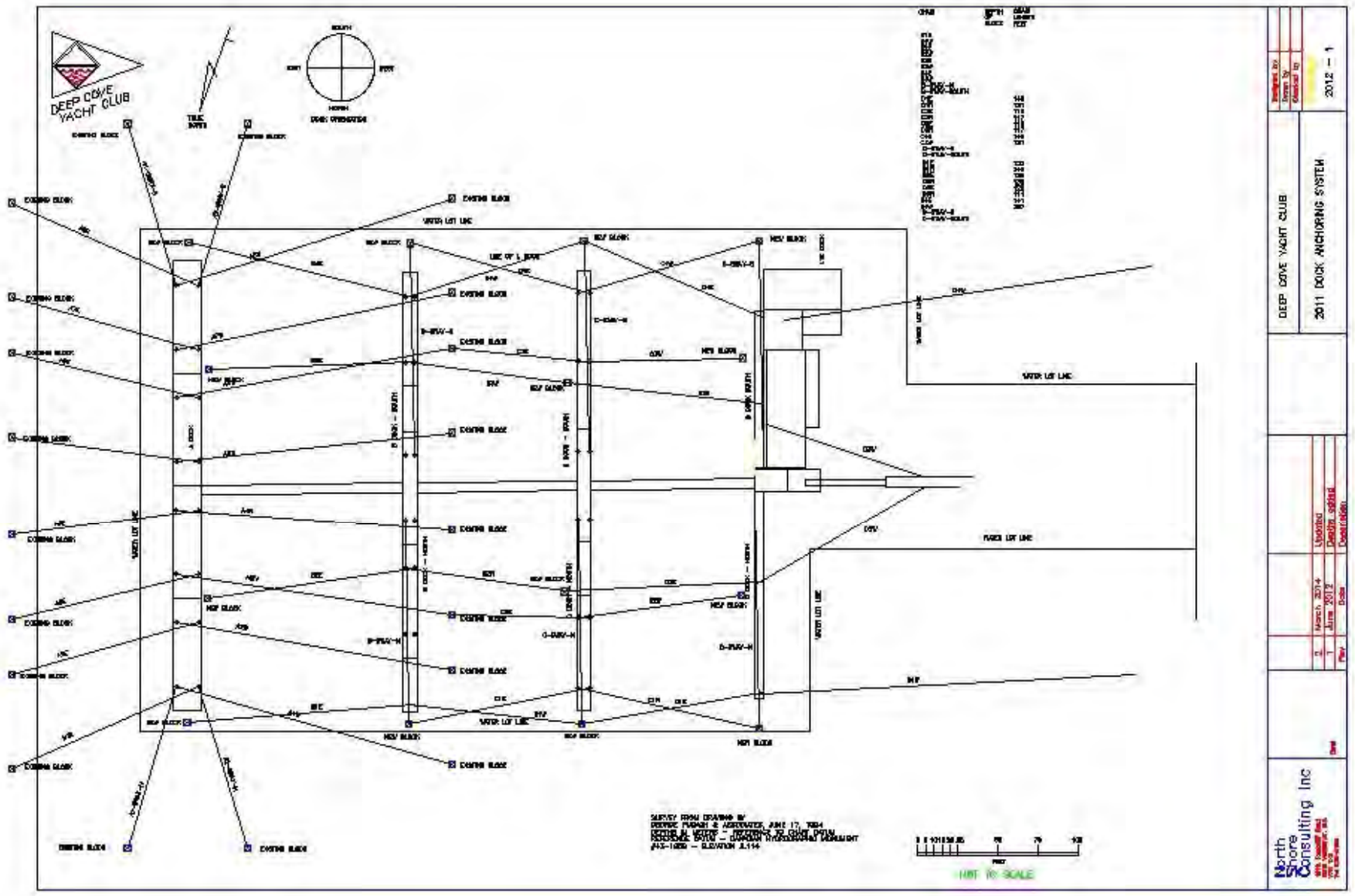
Anchor and Chain Rationalization

With the expansion and relocation of the docks over the years, the anchor chains were added to and adjusted, to accommodate the new configuration. While this was satisfactory, it resulted in longer than necessary chains and blocks that were not in optimal locations. In 2016 Rick Warren, Rear Commodore, Docks, embarked on program to relocate and replace the blocks and chains, resulting in an anchoring system that was easier to manage and less expensive to maintain. The following drawing shows the present dock and anchoring system.

The system includes approximately:

- 1,600 feet of docks
- 70 fingers
- 7,500 feet of chain
- 50 Anchor blocks

In addition, there is around 300 feet of piled pier, and electrical distribution system with over 110 electric outlets and 1500 feet of water distribution system.



The dock anchoring system as of 2017



The Learn To Sail Program

The Learn to Sail Program started in 1984 thanks largely to the foresight of two club members. Brian Moorehouse, an avid sailor and long time member donated six lasers to the club for the purpose of starting the program, and Michael Trigg – also a keen sailor – gathered together some very willing helpers and lead the team to start the program.

Initially the program was run, entirely by club members, on weekends through the summer. Racks were built and the program operated off A Dock. Within a very short time it had grown in popularity and an instructor was hired to take coaching to the next level. After about two years the program was moved to the present Monday-to-Friday schedule, with full time instructors offering sailing to kids from about six years up. In 1992, with continued growth and popularity, Mike Low offered to design and organize the construction of the wooden dock modules. With the help of Bob Hall, these were built by club members on the beach in front of the lower parking lot.

The program has always been well supported by the club, with successive Junior Sailing Directors and assistants putting an unbelievable amount of energy into the program. These include the founder, Michael Trigg, Mike Low, Rob Sloss, Dan Klinksgaard, Malcolm Chaddock, Rob Smith, Russ Curtis and Pan Jurin, just to mention a few.



A mixed fleet – in 1986. Two Sabots and a Laser in a nice light breeze.



Messing around while waiting for the breeze. Summer 1986.



Practicing righting a laser. Summer 1986.



The kids helping to place marks for some round-the-buoy racing.
Summer 1986.



A pot luck supper on the dock always ended the day (the inspiration for the current summer dock pot-lucks). From the left: Catherine Trigg, Helmut and Erica Ehlers and Jerry Davie. Summer 1986.



At the end of the day – the boats stowed on the racks and the kids having fun. Summer 1986.



The 'Wet Feet' class trying to find some breeze.



With the Pirate sailors not doing much better.



DCYC 1992

Jr. Program

Thursday, April 23 @ 7 pm @ DCYC

MEETING AGENDA:

- *Commit to hire instructors: Bret and Devon, for '92 Season*
- *Budget '92*
- *Fund Raising*
- *Jr. dock and alternatives*
- *New Jr. boat fleet - English bay 10*
- *CRASH Boat repairs*
- *Program dates*
- *Fee schedule '92*
- *Advertising and Promotion*
- *Sail past, May 9th - need 5+ Jr sailors*
- *Cleanup date*

11

The agenda for the kick-off meeting for the Learn-to-Sail program in 1992.

DCYC - Jr. PROGRAM

MAJOR PROJECTS for 1992/3

A) *New Dock and Ramp - est:* *\$15,000*

*funded by: 1) DCYC \$ 4K
2) Fund Raising \$10K *
3) Gen. Revenue \$ 1K*

** North Vancouver Grants*

B) *New Fleet of 10 English Bay II Sailboats*

*5 Boats, compliments of member N/C
5 boats @ \$3,500 ea \$17,500**

payable over 3-5 yrs-interest free

1992 Payment \$3,500.00 min.

Revenue derived from sale of existing Lasers (5 only).

The budget for the 1992 Learn-to-Sail program for 1992.

DEEP COVE Y.C.

Jr. Sailing Program

OPERATING BUDGET 1992

INCOME _____

<i>Program Fees</i>	<i>\$12,000</i>
<i>DCYC</i>	<i>4,000</i>
<i>Grants & Donations</i>	<i>10,000</i>
<i>Bank Interest</i>	<i>100</i>
<i>TOTAL:</i>	<i>\$26,100</i>

EXPENSES _____

<i>Advert & Promotion Awards</i>	<i>1,200</i>
<i>Crash Boat Repairs</i>	<i>250</i>
<i>Instructional Material</i>	<i>1,200</i>
<i>Sailing Instructors' Salaries</i>	<i>7,000</i>
<i>Printing & Office Supplies</i>	<i>150</i>
<i>Sailboat Maint. & Parts</i>	<i>500</i>
<i>New Dock & Ramp</i>	<i>15,000</i>
<i>Race Entry Fees</i>	<i>350</i>
<i>TOTAL:</i>	<i>\$25,650.00</i>

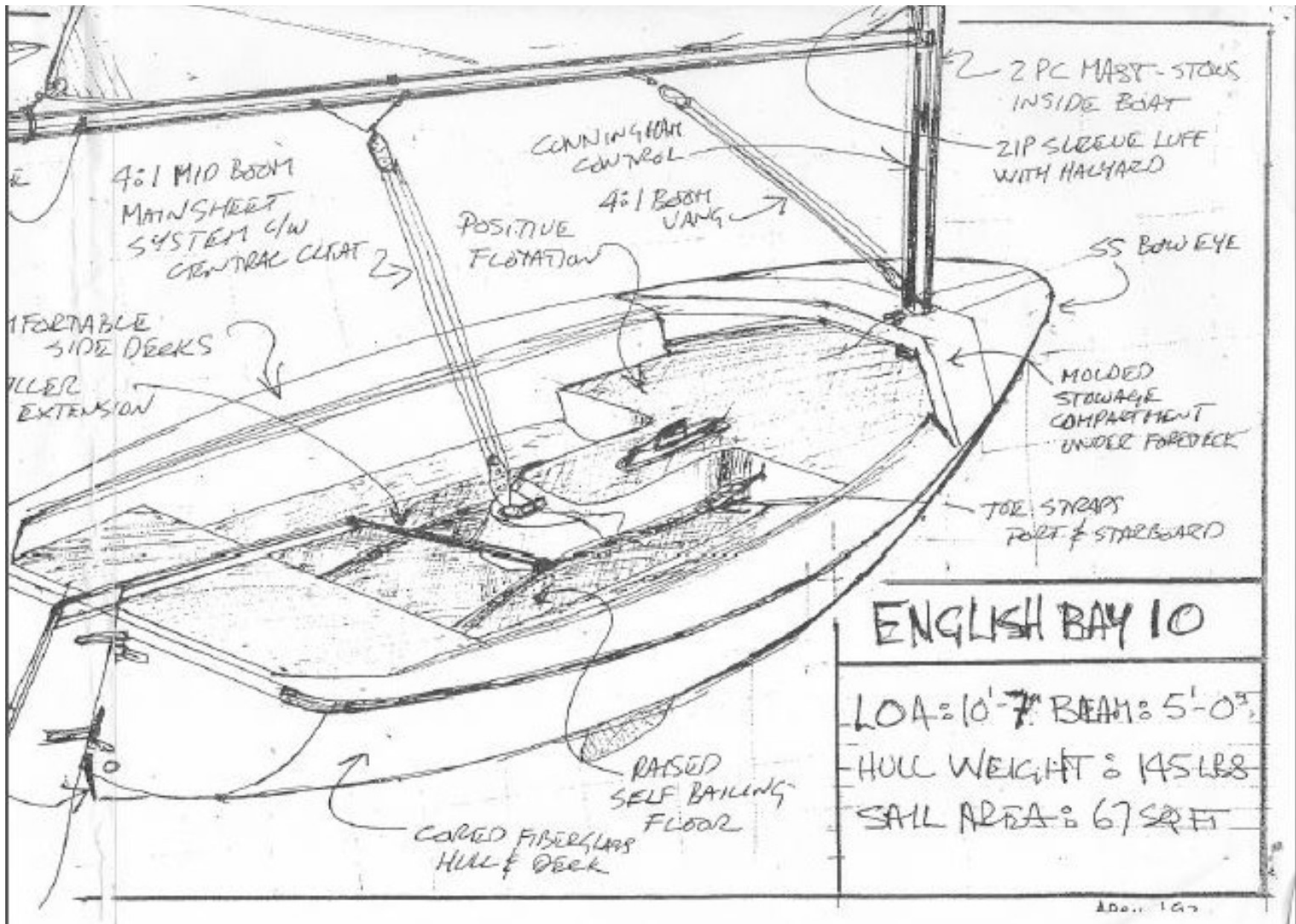
<i>Surplus</i>	<i>450</i>
<i>Cash on-hand 4/1/92</i>	<i>650</i>
<i>Projected Cash 4/1/93</i>	<i>\$1,100</i>

The budget cont.

The new dock was built for a total cost of \$6000!

The 10 English Bay II Sailboats never happened.

Continued...



A sketch of the English Bay II Sailboat



The Outstation

In 1987 John Hutchinson, who had spent a lot of time at the old Weldwood dock and walked the trails around Iron Bay, heard from a neighbour about a property for sale at the top of Indian Arm. He immediately contacted Mike Jarvis, the commodore, who called a meeting of the executive and unanimously passed a motion to follow up on the possibility of purchasing the property.

Helmut Ehlers, an avid sailor and licensed real estate agent was enlisted to negotiate the deal. The asking price for the property was \$39,000 and, using all of his skills, he negotiated an option to purchase it. He brought the proposal to the executive and, after a rapidly convened SGM, the club voted to purchase the property for the grand sum of \$35,000!

The property was without any improvements whatsoever, and members soon got busy, organizing the materials necessary to establish a dock and ramp. By then B and C Docks in Deep Cove had been installed in concrete so the two old log docks became the foundation for the dock system at the outstation. Very early on the 27th September, 1986, Paul Shaack and Moondancer left the Cove with the docks in tow. The rest of the crew followed later and the docks with anchors, and the ramp, were duly installed.

The outstation has a different appeal for different people. Initially it was used by mooring members as a place to spend a quiet weekend away from the hustle and bustle of city life. As it grew in popularity, and more docks were added it attracted more people, and the weekends became a time when members congregated to socialize and have a great time. It also provided a beautiful destination for people with larger boats to congregate. At the time of purchase the length limit in Deep Cove was 39 feet (later increased to 44 feet) but no length limit was applied to the outstation.

The original docks were all recycled from Deep Cove, as the Deep Cove docks were upgraded to concrete. In 1996, under the commodoreship of Lorainne Cotter, the main dock from the foot of the ramp together with a tee section at right angles was purchased and installed, with the older docks being positioned on the ends, providing much the present dock footprint and moorage capacity.

In 2013 the outstation was in need of an upgrade and planning was started to replace the wooden docks. The construction was started in 2015, and completed under the watchful eye of Gord Kleaman during the summer of 2016.

So, with new docks and anchoring system in place, members will once again have a wonderful destination to enjoy the summers – close to home.

The facilities have improved over the years and now include large camping areas, an out-house, a covered barbeque area with adjoining fire pit, and an enclosed hang-out area for those rainy days. With a total dock berthing length of around 1200 feet, it has accommodated over 40 boats on a busy weekend.

So there is something for everyone. The peace and tranquility for those who are fortunate enough to be able to visit during the week – and the socializing and community activities for those who make it on weekends.



With the first section of dock delivered by Paul Shack and Moondancer in place, Doug Calderwood and Dorado II arrive with the second section.



And gently nudge it into position.



All the while the shore crew were hard at work, with Karl Hansen building a ramp while John others prepared the shore side facilities – and Klaus Ebert and Graham Cross drill holes for the anchors



With the ramp temporarily in place, the crew take a break.



Shore access was established, the docks and boats were secured.



And a much appreciated first BBQ was enjoyed by all.
Dave Chetwynd, John Hutchinson, Peter Border, Horst Oetter
and Karl Hansen.



The BBQ at the original fire pit site. It was below high water and used to flood every now and then!

Geoff Fenwick, Neil Hunter, Horst Oetter, Graham Cross, a bunch of three, Boris del Mar, John Hutchinson at the end and Tommy Knutsen in the foreground



Relaxing at the end of a fantastic day.

Karl Hansen, (1), John Hutchinson, John Klinksgaard, Geoff Fenwick,
Tommy Knutsen, Graham Cross, Neil Hunter,(2),(3),(4),(5),(6)



Tommy Kundsén, Karl Hansen, John Hutchinson, John Klinksgaard, Geoff Fenwick and Horst Oetter



With the docks in place the boats are rafted up for the night.



The first evening and a new beginning!



And so the history of the Iron Bay Outstation began.



A little later a T-Section was added, as well as two mooring buoys, increasing the moorage capacity

First Workparty - 1987 ESTABLISHING RAMP



Back Row : G. CROSS, UNKNOWN, J. HUTCHINSON, J. KLINGSGAARD, HALST OETTER, TOMMY KNUDSEN, OLAF THORSEN, KARL HANSEN,
PAUL & JANE SHAAK, DOUG CALDERWOOD.
Front Row : P. BORDER, R. HAGGAR, K. EBERT, LES HETHERINGTON, DAVE CHETWYN, GEOFF FENWICK, BOBIS DELMAR,
JACK HAMNER, FLED HODGES.

The happy group of "1st Time Outstationers". 1987.



The outstation can be a tranquil place. Summer 2012.



With all sorts of quiet distractions! Summer 2012.



Or 'Party City'. CJ Davidson organized a fantastic 25th Anniversary celebration on a beautiful sunny Saturday afternoon –

24th July 2012.



John Hutchinson, Ushie Oetter, Erica Ehlers, and Janet Hutchinson arrive with Doug Calderwood. 25th August, 2012.







Over the years the facilities on the shore have been developed, including the fire pit, out houses, camping areas and storage locker – with our resident artist-in-chief, Dave Thompson, excelling in some welcoming messages.





Tranquility all around





But no matter what your preference, it's always a good place to meet friends, grab a beer, sit back in the sun and enjoy the ambience.







A busy summer weekend

Rebuilding the Lido Dock – 2006





Mike Low and Dusty
The Dock Dog





And there's always a short hike to the pools at the top of Granite Falls when things get a bit to hot!

Summer 2012.

While summer is the 'Fun' time at the outstation, the facility is used year-round. And it can be really spectacular in the winter. In 1990 the temperature in Vancouver hit -14C on December 29th. Mike, Kucki and Marc Low decided to spend New Year's Eve at Iron Bay and, after getting stuck in the ice around Crocker for a while, they eventually arrived to find about three feet of snow on the ground – and a very different outstation from the one of a few month's earlier.





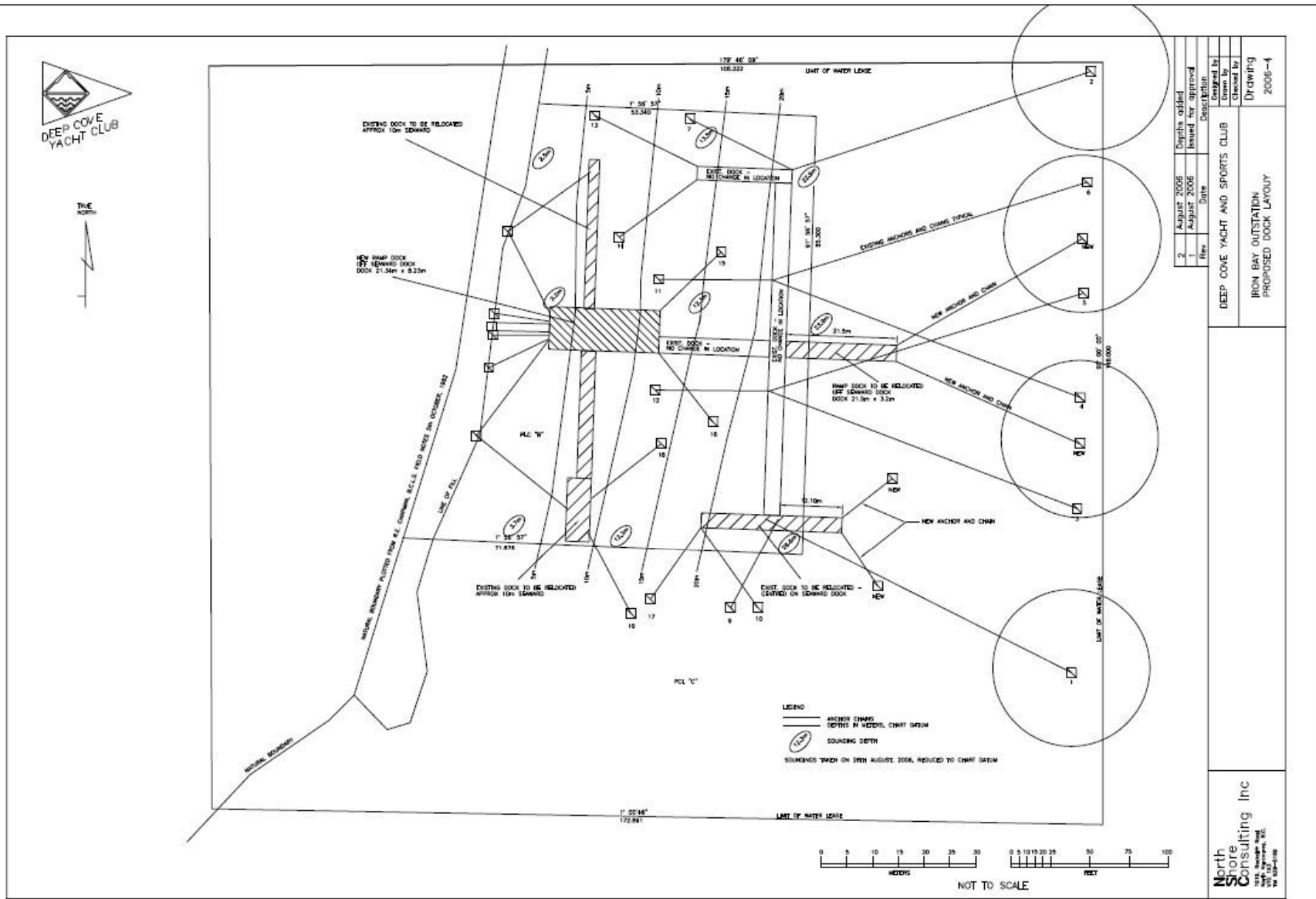
Feet of snow on the ground and Kucki and Marc give up trying to go for a hike.





Note the old ramp, docks and lack of development on the shore.





The Port approved plan of the outstation, developed in 2006 at the time that the Lido Dock was added.



Club Activities

Club activities have varied over the years, always dependant on member interest.

The most important club activity has to be 'Sail Past', usually in early May, and signaling the start of the boating season. Every effort is made to spruce up the docks and club house, and there is always a good turn-out for the event. The Club has also been fortunate in that Mother Nature has co-operated, often at the last minute, and ended up smiling on the boats as they stream past the saluting base.

Other events include:

The Herring Spawning Enhancement Program

Iron Bay Easter Egg Hunt

The mid-year Sailboat Rally – a fun day event for all sail boaters

The summer Saturday evening pot luck dinners on A Dock

The annual over-night Outstation race for sail boats

The Deep Cove Yacht Club Regatta in the fall

The Commodore's Ball

Remembrance Day

Robby Burns Celebration

The Annual Deep Cove Yacht Club Craft Fair

The monthly Coffee Drop-In at the club house

The Deep Cove Yacht Club Volley Ball Team

Other events have filled the calendar and all rely on member support. They have included 'The Almost Sydney-Hobart Race', a sailboat race on December 26th to celebrate the famous Australian classic, 'The Women's Skipper Race' to the Outstation, and various power squadron navigation orientated events.

This section has been included to show the range of activities that club members have been involved in, to show that there is something for everyone, and to encourage anyone with a different or new idea to present it and promote its adoption or acceptance.

Sail Past

Sail past is the opening event of the boating calendar for most yacht clubs, and at Deep Cove Yacht Club has traditionally been held on the first Saturday in May. While the format has varied slightly over the years, it has always included members getting their boats all cleaned up, the captains and crew dressing up, and the whole club parading around the Cove, saluting the commodore in front of the club house.



The lead sail
boats passing the
Commodore Mark
Doucette, 2011



NVD Mayor Marilyn Baker and Ald.
Craig Clark receiving mementos of
their Sail Past attendance, at a
later club event with Commodore
John Hutchinson and his wife
Janet, 1984



The commodores
- 1996



Remembrance Day

The Deep Cove Yacht Club has, for quite a while now, taken part in the Burrard Yacht Club ceremonies off Cates Park. The Burrard Yacht Club ceremony was initiated in the early 1980's, and every year boats from both clubs gather for a Remembrance Day service. Lately, with support from the District of North Vancouver, this has included a large onshore attendance.

The ceremonies on the water are followed by a lunch at the club house for all participants.



Least we forget



The Herring Spawning Enhancement Program

With an overall increase in environmental awareness, a group of people got together in Squamish to attempt to improve the spawning habitat for herring. The herring had been spawning in Howe Sound, but the eggs which attached themselves to the pilings, had been dying after contact with the creosote. So they started wrapping the piles with a geotextile fabric to offer some protection. This worked really well and the fishery has improved. The Deep Cove Yacht Club does not have piles in the spawning zone but, on reading about this, Mike Low figured that we could provide spawning habitat by hanging a curtain of burlap off the docks. So this is what our enhancement program has been doing. The burlap starts two feet under the water and is 10 feet wide by 100 feet long. It is installed in late January and lasts until early June, which pretty much covers the spawning season. The program has attracted quite a bit of attention, and has been visited by other conservation groups.

So members are asked to be extra careful with refueling and cleaning on the docks.



In February, 2014, Kucki and Mike Low installed the first 'blanket' to provide an enhanced environment for spawning herring.



The fabric along D Dock prior to sinking.



The ball remained around the two piers for a few hours before moving out of the Cove. So everyone is hopeful that we will have a repeat of the event in the coming years, with maybe some other larger predators following them at their next visit.

The Iron Bay Easter Egg Hunt

Easter at Iron Bay includes the traditional Easter Egg hunt – and other activities including an Easter breakfast.



Happy Easter Egg hunters
– Iron Bay 1994

The Annual Summer Sailboat Regatta

Every year, in around mid June, the Deep Cove Yacht Club hosts a regatta for all sailboats, for some fun non-serious racing followed by a bbq and prize giving in the evening. The intent is to have fun and encourage all sailors to come out and meet each other, with hopefully some joining the very active racing members on an on-going basis.

Although the weather does not always co-operate, the event attracts quite a crowd and is always enjoyed by the participants.



Waiting for the start
– Cat's Paw and
Eresea

The downwind run.



The Summer Dock BBQ's

The Learn to Sail Program started in the mid 1980's and was operated on A Dock, on the weekends, for members kids, and by members. A full day of sailing on Saturday was always followed by a pot-luck BBQ's and swimming – till after dark.

The pot-luck bbq's were reinstated in 2013 with two barbeques and additional picnic tables being installed on A Dock. The pot luck evenings have been a great success and the bbqs are available to all members at any time.



Some pictures of the events on those picture perfect Deep Cove evenings.



The Fall Regatta

Every year, on the first weekend in September, The Deep Cove Yacht Club hosts a VARC sanctioned regatta. This two-day event attracts sailors from clubs all over the Lower Mainland and Vancouver Island, not only for the sailing but for the camaraderie and fun at the club and on the docks. The weather can be very unpredictable, from almost dead calms to blow-out storms, but the sailors always seem to be able to laugh about their experiences and have a good time.

On the weekend of the event, from Friday night till late Sunday, the docks are bustling with activity. The success of the weekend is in no small part due to the enthusiasm and effort that the organizers put into making sure the event is well run, arriving boats have berths allocated, all sailing needs are provided for, and that the docks and club are presented at their best. Leading sailors over the years have been Helmut Ehlers, and more lately Rob Smith, Malcolm Chaddock and Dan Klinksgaard.



And some earlier racing pictures from the 2009 regatta



Scenes from the docks





And on the water

The Commodore's Ball

The Commodore's Ball is another opportunity to dress up and have some fun. Always held towards the end of the year, it is a formal way of saying 'Thank You' and closing off the year.



Commodore Bob Hall
and his wife Cathy -
1995

Vice Commodore
Lorraine Cotter
performing the
toasts -
1995





With guests enjoying
the evening –

In the club house,

And on the deck!



Robby Burns Night

From the Internet:

“Celebrated on, or about, the Bard's birthday, January 25th, **Burns Suppers** range from stentoriously formal gatherings of esthetes and scholars to uproariously informal rave-ups of drunkards and louts.”

From the pictures it would seem that the Deep Cove Yacht Club celebration tends towards the “stentoriously formal gathering”. Every year quite a few brave souls gather to celebrate the birthday of Robby Burns, in some style.



Ah! The haggis!





Russ Curtis
looking very
dapper



Mike Lord
and
Alf Dwyer
Entertaining
the ladies





Mike and Kay Young



John Hutchinson

The Annual Craft Fair

In 2014 Karole Doucette collected a group of members to organize the first Craft Fair. This has become an annual event, held around the end of November, with tables available to all crafters, and has included the opportunity for all to donate, either to a local food bank or other charities who assist people in less fortunate circumstances.



The llama raffle from 2014. Enough was donated to provide two real live llamas to a family in South America.



Two happy Crafters – Betty Davison and Kucki Low.



And the artists just keep on drawing – Jean Taylor at work!

The Monthly Coffee Drop-In

In the spring of 2010, Mike Low organized the first monthly coffee drop-in at the club house. This has proved very popular with a bunch of retired members who get together on the last Thursday of the month and enjoy hot coffee, home baked treats and just hanging out with old friends.



Celebrating the
5th Anniversary



And Boris del
Mar's Birthday

The Deep Cove Yacht Club Volley Ball Team

During the 1980's and 1990's the Deep Cove Yacht Club fielded a potentially world beating volley ball team. Once a week these finely tuned athletes would meet at a local school gymnasium to maintain their fitness and have some fun. The leading light was Les Hetherington who accepted the role of organizing the venues, including the much anticipated annual prize giving and Christmas dinner. The team was disbanded in the mid 1990's after the school board raised the rental rates for the school gymnasium beyond what the participants felt was reasonable.



The 1993 Team

From the left: Mike Lord, Grant Grimard, Les Hetherington, Carl Hansen, John Hutchinson, John Bjorknas, Art Cloverdale, Bob Hall, Lionel Thompson, Boris del Mar



The 1995 Prize Giving and Christmas Dinner at Yip's
From the left: Carl Hansen, John Hutchinson, Mike Lord, John Cotter,
John Klinksgard, Les Hetherington
Art Cloverdale, John Bjorknas, Boris del Mar, Fred Hodges, Mike
Low





Definitely not 'The End'!
Just the start to a long and wonderful history

