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## LETTERS

### WE WELCOME YOUR LETTERS

Send your letter, along with your full name, address and phone number, to editor@pacificyachting.com. Note that letters are selected and edited for brevity and clarity.

#### Conover Anchoring 101

I enjoyed the Cockpit Confessions "Anchoring 101" in the June issue of *Pacific Yachting*. The author is not the only boat to suffer this fate. I have seen other boats and heard of other boats having problems anchoring in Conover Cove. The problem is that the bottom has poor holding power, especially if you are close to the entrance where the wind and current can play havoc.

**Larry Bergholz,**  
Vancouver

#### Tanker Traffic Continued

We are writing in response to the "Response on Tanker Traffic" letter in the April issue of *Pacific Yachting*. We, at the Cowichan Bay Ship Watch Society (CB-SWS), hold some different views.

The letter points out that the "West Coast of Canada is amongst the lowest density of traffic in the developed world," the inference being that Vancouver can stand an increase in density. However, each location is unique and requires specific evaluation, including residual risk, likelihood of an event occurring and the severity, consequences and mitigation of the event.

Many are aware of the criticality of protecting what is a vast and precious inland sea with the Strait of Georgia/Salish Sea being home to many river estuaries critical to salmon and other marine habitat. At the core, this is the issue. In some cases, you simply don't want to take the risk of a bad outcome because there is so much at stake.

The letter continues to say that YVR airport would be no less safe if traffic doubled over the next 10 years. We cannot speak to YVR. But mathematically, an increase in activity in a fixed system increases risk unless other steps

are taken. This reflects the "tails" in the probability distribution (if shipping bad outcomes follow such a pattern) and also the non-linear, non-predictable "Swan" outcomes—the *Exxon Valdez* as an example.

Separately, in the wake of the *Simushir* incident near Haida Gwaii last October, B.C. Environment Minister, Mary Polak, expressed the need for a world-leading marine response system. Minister Polak cited the federal government as having "taken steps" "toward developing" a world-class marine response system. So clearly we do not have one! Thank goodness for the efforts of the Canadian Coast Guard with the *Simushir* and the fortuitous presence of a U.S. tug (a U.S. tug was also key in the resolution of the 2009 Conconi reef grounding).

Our final point relates to the comment that growth in shipping does not threaten marine safety, our environment or anyone's way of life. This is simply not the case and many are aware of the sleepless nights and distress caused by large vessel anchorage activity in Cowichan Bay.

We are not opposed to development but we strongly encourage responsible development and open disclosure about risk, mitigation and accountabilities.

**Peter Holmes,**  
Cowichan Bay Ship Watch Society

#### Rafting Etiquette

My husband and I were anchored in the south section of Annette Inlet on Prevost Island in our 37-foot sailboat. At the time of our arrival there was one other boat in this very tight area. Within a couple of hours a group of boats anchored and stern tied. They continued to have boats join them until they had eight and they began to get quite close to us in this tight space. It was too close for us and we asked them how many more were coming. They replied that they usually raft up to 25 boats.

I would welcome a discussion on what is appropriate etiquette for rafting? I am not against rafting however there needs to be a balance that doesn't infringe on other boaters. I can't imagine that rafting 25 together is either safe, appropriate or respectful of other boaters.

**Rochelle Graham,**  
Sidney



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