



HORTON PAINTING DONATED

A NEW PAINTING of Captain Vancouver's ship *Discovery*, weighing anchor after a night on the hook behind Kinghorn Island in Desolation Sound in 1792, has been donated to the Royal Vancouver Yacht Club.

The painting is entitled "Our Little Squadron," named as such by Captain Vancouver in reference to the group of vessels, including the Spanish, as they explored that part of the coast together. The work of art was rendered by marine artist John M. Horton, who was commissioned by entrepreneur and enthusiastic mariner, Doug Day of Vancouver. Day donated it to the club and it has been placed on display in a prominent location in the club dining room in Kitsilano.

—Peter Vassilopoulos

VICTORIA INTERNATIONAL MARINA—ON ITS WAY

INSIDE VICTORIA INTERNATIONAL Marina's footprint, 82, 24-inch, black polyethylene-clad steel pilings have been pounded into the bedrock and hold the wide concrete docks in place. The 300-foot-long outer docks serve as wave attenuators. During a recent briefing given by Community Marine Concept's CEO Craig Norris, the wind blew at about 12 to 15 knots, but the waters inside the marina were still. Although not formally open yet, a couple of large yachts stayed here in mid-August having no other place to berth in downtown Victoria. The marina provides 28 slips for yachts measuring between 65 and 180 feet. Seven slips will be reserved for transients, seven on a monthly lease, seven on a yearly lease, and the remaining seven on 40-year leases.

"Unfortunately we've had some delays," said Norris. "For Victoria, this winter's bad weather worked against construction progress. And when one aspect of the process is delayed, it's difficult to reschedule all the trades involved in building a complex marina." Looking east, he pointed to the cranes visible

in the downtown area. "Victoria is booming," he added. "All contractors are super busy. So we've rescheduled the grand opening for the spring of 2018. "BC Hydro won't install power until November. They're being

need to run generators, thereby reducing noise and pollution."

The delays have increased the budget from \$24 million to \$35 million. But the two Vancouver-based families that own VIM are undeterred and construc-

and a place for yacht crews to relax. The other building will contain a 180-seat fine-dining restaurant.

Alongside the buildings and the innermost dock, an eight-metre corridor is included for paddlers and kayakers. During the briefing, a paddle boarder and a kayaker went around the outer dock.

A wide gangway will provide both access and security. Battery-driven golf carts will provide on-dock transport. Waste materials will be sorted and recycled as much as possible.

So if they build it, will they come? According to Norris, there's a pent-up demand for a large-yacht facility on the Pacific coast. "There's simply no space for the bigger yachts in the harbour here. People have been disappointed that our opening was delayed. We're getting calls for moorage every day. We'll be the only Canadian megayacht facility and we want to become ambassadors to the Pacific and our incomparable waters. It will be the jump-off and return point for yachts cruising north."

—Marianne Scott



extra careful as we will have 50-amp and 100-amp hook-ups at each slip. And we're also installing three-phase 480-volt power that anticipates future electric boats. No yacht will

tion continues. Concrete slabs have been poured for two one-story buildings. Partially supported by pilings, one building will house offices, commercial space, concierge services