

Council of BC Yacht Clubs

Website Newsletter

February/March 2026

Background:

1. Islands Trust Policy Statement Survey

There is now an initiative by the Provincial Ministry of Housing and Municipal Affairs, to revise the Islands Trust's Policy Statement, which is undergoing its first revision in 30 years. A survey was produced to receive input from all stakeholders on the proposed amendments, and CBCYC has encouraged club executives and club members to respond to the survey and express concerns about the negative impact of the proposed changes to recreational boaters. In addition, Council executive and several club executives have sent letters directly to the provincial minister responsible for Islands Trust, Cristine Boyle (Housing and Municipal Affairs). We at the Council now wait to see if our campaign to flood the government with responses to their questionnaire and letters from the Council and other club Commodores have had any influence on the proposed Island Trust policy amendments. We will report accordingly. Thanks to all that participated.

2. Fortis Proposal to Rent Wigwam from RVYC

There was a recent an enquiry from Fortis to accommodate their employees at the RVYC outpost at Wigwam in Indian Arm. Presently workers have to be transported daily by water taxi to build the pipeline to service the LNG terminal at Woodfibre, creating considerable wake along the way with potential damage to docks and moored boats along Indian Arm. The proposal was subsequently withdrawn by Fortis after completing their due diligence, thus crew transport by water taxi will continue.

3. Southern Gulf Islands Dock Management Advisory Panel (SGI/DMAP)

Two meetings of an advisory panel have been held with Provincial representatives to discuss dock management issues in the southern Gulf Islands. The Council is represented on the panel. Dock development has been under a moratorium for several years. As a first impression the Provincial Government, with urging from the adjacent First Nation governments, is attempting to curtail dock and foreshore development in many Gulf Island areas with plans to impose regulations similar to those in Pender Harbour, generally across the area. While the four or five First Nations have a separate input process in place with the Province, F/N observers at the SGI/DAG meeting felt their views have not been as yet adequately defined and articulated. More SGI/DMAP meetings are planned, but a hiatus is in place until the F/N folks have had their opportunity to be separately heard. This may be a lengthy process.

4. Coastal Marine Strategy Update

On January 20th, three Council members attended an update on the Coastal Marine Strategy led by the Province in conjunction with the Federal Fisheries and Oceans. It remains a very high level concept but there are eight general coastal categories that will be emphasized for future management:

- a) Seagrass Restoration and Priority Areas
- b) Sea Gardens
- c) Monitoring
- d) Climate Change
- e) Salmon Survival and Maring Pollution
- f) Coastal Tourism
- g) Commercial Harvesting
- h) Modernizing Policies and Procedures

It was clear from many of the questions following the talk that many details were absent (e.g. dock and marina management, species at risk – killer whales, shoreline stabilization strategies, sponge reefs, etc.). Council representatives will continue to monitor this initiative to see if there is some response that might be positive for us and perhaps improve their program forward in a more timely manner.

5. Yacht Club Waterlot Leases:

In an effort to coax the government into a more reasonable position for the renewals of yacht club waterlot leases and related regulations, Council wrote to the Minister of Water Lands and Resource Sustainability (WLRS) on November 9. The letter made three requests:

- Standardize and lengthen the term for waterlot lease applications to reflect the amortization costs undertaken by clubs for moorage and upland development. A thirty year *lease* was proposed as fair.
- Appoint a member of CBCYC as a recreational boating representative to the Advisory Groups being established to review policies and legislation relating to foreshore development in BC so that issues that impact the boating public are properly accommodated through our participation.
- Use fairness and science as principles for the development of environmental regulations that may affect docks and foreshore development. What makes sense for one location may not be scientifically justified for another with different environmental conditions.

We are pleased to report that some progress seems to have been made. While the letter was never responded to in writing, we were lead to believe that Council's entreaty, along with those from the clubs involved, have had a positive impact on the government's lease renewal terms.

6. Proposed Changes to Pleasure Craft Licencing

Transport Canada has made changes to the Pleasure Craft Licensing process that will affect all of us as we seek to renew our boat licenses. These changes are part of the government's effort to get a handle on derelict boats and enforcement thereof.

Here are the key updates you should be aware of:

- **Expiry date:** All new, transferred and renewed pleasure craft licences are **valid for 5 years**. Licences that previously didn't have an expiry date will now have one (see table below).
- **Fee:** A \$24 fee will apply to new, renewed, transferred or replaced pleasure craft licences.
- **Updating your information:** You must now update your licence information within 30 days of it changing (e.g., changes to name or phone number). Updating your information is free.
- **Cancellation of a PCL:** The criteria for cancelling a licence have expanded. A licence must be cancelled if the vessel is no longer seaworthy or for other specific reasons outlined by the Minister of Transport.
- **Wind-powered craft:** Starting December 31, 2027, wind-powered pleasure craft over 6 metres long will need a pleasure craft licence. This will not apply to human-powered boats like kayaks, canoes, or dragon boats.

You can check your expiry date using your pleasure craft licence number at <https://www.pcl-pep.snb services.ca/1001/PubWeb/CheckLicenseExpiryDate.aspx?lang=en-CA>.

For older licences that didn't have an expiry date, the following expiry dates will now apply:

Licence issue date	Licence expiry date
December 31, 1974 or earlier	March 31, 2026
January 1, 1975 to December 31, 1985	December 31, 2026
January 1, 1986 to December 31, 1995	December 31, 2027
January 1, 1996 to December 31, 1999	December 31, 2028
January 1, 2000 to December 31, 2005	December 31, 2029
January 1, 2006 to April 28, 2010	December 31, 2030

7. Sports Fishing Report – “the 30/30 controversy”

DFO in conjunction with the Province is updating its Salmon Allocation Policy (SAP), and there is consternation amongst the non-indigenous parties, especially sports fishers, that there will be a significant give-away to commercial and First Nations interests of the resource presently allocated to the sports fishery. DFO is soliciting input from all involved. Council review of the issue has resulted in the following summary of the matter.

7.1 The ‘30/30’ phrase has little to do with the controversy and debate about fishing. It refers to the provincial government’s goal (whether you agree with it or not) of setting aside 30% of provincial land for protection by 2030.

7.2 The case made by the Sport Fishing Advisory Board (SFAB) to DFO on the potential changes to the Salmon Allocation Policy (SAP) is well researched, reasonable and has our support.

7.3 The SAP is clear about potential revisions and where there is agreement and disagreement, the latter is mainly between the allocations for the recreational fishery and the commercial. Recommendations have yet to be presented to the minister for decisions.

7.4 The disagreements between SFAB and 1st Nations, along with the Commercial Salmon Advisory Board (CSAB) noted in the SAP discussion paper are primarily about:

- a. Whether the fishing stocks are common property or something else, yet to be defined. The SFAB makes a strong case that at least some reference to the principle should be maintained.
- b. Whether all stocks should be available to commercial fishing, including First Nations Rights Based (IRB). The SFAB wants, and justifies on the basis of investment and economic return, maintaining coho and chinook priority for recreational fishing.
- c. Everyone agrees with the conservation priority and the priority for Food Social Ceremonial (FSC) and IRB based on the constitutional decisions for First Nations access. After that the disagreement is mainly between the commercial and recreational demands over whether the commercial folks make inroads on the recreational fishery’s present allocations and species.

Council believes that the SFAB has made a strong case, and that the SAP paper has recognized the areas of concern. All this has yet to be proposed to the Minister for final decisions. The concerns expressed by SFAB along with the SAP discussion paper are provided here on the CBCYC website.

[Salmon Allocation Policy – DFO discussion paper](#)

[SAP Paper](#)

8. Declaration of Rights of Indigenous People Act (DRIPA) and the Pender Harbour Area Residents Association (PHARA) - A Constitutional Challenge

As many of our club executives are now aware, PHARA filed a Notice of Civil Claim in BC Supreme Court, seeking to have the DRIPA struck down and declared of no force and effect. The constitutional challenge argues, among other things, that the DRIPA:

- is beyond the province’s constitutional authority,
- breaches the democratic rights of citizens by leaving them governed by an entity they had no say in electing, and
- illegally tries to tie the hands of future governments by dictating what types of laws they must pass (so as to be “consistent” with the UN Declaration on the Rights of Indigenous Peoples).

In 2024, PHARA filed a petition seeking to challenge the DRIPA and a related Order in Council that proposed to give the shíshálh Nation statutory decision-making powers under what is known as a DRIPA "section 7 agreement". Government has since rescinded that specific Order in Council and signed an agreement with the shíshálh Nation to pursue other section 7 decision-making in the Sunshine Coast. As such, this change of litigation procedure was required.

Since its passage in 2019, the DRIPA has been guiding the BC government's entire Indigenous reconciliation agenda and has been widely employed by the government in statutory amendments, permitting processes, and land use planning. It has also been relied upon by the BC courts in recent litigation including the August 2025 decision in *Cowichan Tribes v. Canada*, where the court held the *Land Title Act* does not protect private property owners from aboriginal title claims.

CBCYC has supported this legal effort so as to clarify the implications for our member clubs with outstations and for our members that want to maintain unfettered access to anchorages and passages along our coast. As this Claim proceeds through the courts, we will keep our clubs informed.

9. CBCYC Newsletters

We are changing how club members can access our newsletter materials. Usually we are restricted to a limited number of words in any particular club newsletter, which creates restrictions on how much detail we can communicate and an editorial propensity to arbitrarily eliminate material that particular members may be interested in, but not others. Thus we will now provide a precis of newsletter content with hyperlinks that members can use to review this full version on the publicly available portion of the CBCYC website.

10. The schedule for Council meetings in 2026 is as follows:

Feb. 28th (Zoom)
May 16th (NYC)
Sept. 19th (Zoom)
Nov. 21st (WVYC)

On November 21st our meeting is hosted by WVYC, and we are encouraging our CBCYC representatives to arrive on Friday the 20th to participate that evening as part of the club's Pub Night presentations.

11. Dr. Peter Stockdill - obituary

Some sad news: For those of you that have appreciated our reporting on the developments of regulations that affect recreational boating over the past several decades, we are saddened to report that a major force to our cause, Dr. Peter Stockdill, has passed away. Peter's contribution cannot be overstated – his contribution over estimated – he is irreplaceable and will be missed. Here is what has been sent to Pacific Yachting.

Peter Stockdill, a major force in fighting for the rights of recreational boaters, passed away suddenly on January 27th, 2026. Peter was a consummate sailor, environmentalist, researcher, letter-writer, lobbyist, enthusiastic serial meeting attendee, ham radio operator, effective emissary, and source of wisdom and history. Most important, he was simply a very nice man.

Peter and his wife, Deanna, spent many years on their sailboat exploring the coast. During the summer of 2012, while at anchor in Squirrel Cove, Peter was listening to a news broadcast on his shortwave radio. Hearing that recreational boaters might lose access to Squirrel Cove, due to a request for tenure by a commercial marina and moorage operator, he quickly drafted a hand-written petition, jumped in his dinghy and took it around to everyone anchored in the Cove. He followed that up with letters and lobbying, enrolling the assistance of the Council of BC Yacht Clubs (the "Council"). To this day, Squirrel Cove is relatively unencumbered, bringing significant benefits to boaters. The Council, representing 45 recreational boating clubs and some 15,000 members, was quick to welcome Peter as a stalwart member. Peter was sociable and friendly with everyone he dealt with.

When he needed to gather information, Peter had an extensive network of friends and contacts who were happy to help. Although most comfortable in an advisory role, he could speak firmly to support his well-researched and cogent opinions, calling out entire committees where needed.

Offering his research and opinions to both the provincial and the federal governments, he was listened to and respected. He knew the right people to talk to in government and made valuable contacts in the offices of decision-makers.

His official status with the Council was as Director-at-Large. Here, he influenced thinking on Section 7 of the Declaration on Rights of the Indigenous Peoples Act and its effects on Provincial land use regulations. He co-wrote a review of the Islands Trust Draft Policy Statement, pointing out that municipal levels of government lacked the authority on all issues around the regulation of foreshore activities. He worked behind the scenes to uncover inconsistencies in government action and, with his encyclopedic knowledge of, and access to, statutes, bills, regulations, and policies, he demonstrated an ability to critique issues politely and with precision. He should have been a lawyer.

Other examples of Peter's dedication and the results he achieved in the name of recreational boating are:

- Monitoring government websites almost daily regarding notices requesting provincial tenures and permits, searching for and responding to tenure requests that could impact boaters.
- Working tirelessly to identify safe routes for the "Connected Coast" project, which consisted of laying submarine fibre optic cables up and down the coasts of BC. He attempted to ensure cables were not laid in well-used anchorages, keeping both boats and the cables safe.
- Peter spent days travelling to the Mount Waddington Regional District meetings in Port McNeill to oppose the application for the shipyard/ship breaking business in Port Harvey. He did this to allow boaters access to the adjacent marina while waiting for calm weather to transit south on Johnstone Strait.
- Government listened and reacted when his extensive research proved the negative impact of sunlight/sea water on the longevity of polypropylene rope, used widely in the aquaculture industry. This led directly to a reduction in aquaculture debris.

Further, let's not overlook the work he did to track US boaters in Canadian waters during COVID when their presence was in direct violation of Provincial health directives and Canadian Border Services Agency regulations!

The BC Marine Parks Forever Society (BCMPFS), established by the Council in 1990, is an all-volunteer registered non-profit established to financially support the creation, expansion and/or enhancement of BC Marine Parks. Peter became a valued member of this group as a Director in 2015, 2016, and 2017, responsible for Parks Research. With his extensive knowledge of coastal waters and connections through his ham radio network, he could quickly assess any potential site and give concise information enabling the Board of BCMPFS to make decisions and recommendations to the Council. Moreover, he provided ongoing advice regarding Boat Haven and Anchorages updates and critiques of the B.C. Coastal Marine Strategy, expressing strong opposition to efforts that would compromise coastal anchorages and marine safety.

Having accomplished so much on its behalf, Peter was appointed an Honourary Member of the Council of BC Yacht Clubs. He was a key contributor to policy statements regarding the Pender Harbour Dock Management Plan, Gambier Island Official Community Plan, Southern Gulf Islands Dock Management Planning, and many more. At the time of his death, he was serving the Council as:

- Director-at-Large as a member of the Executive
- Council Liaison to the Recreational Boating Advisory Council (RBAC) of Transport Canada
- Council Representative monitoring and commenting on Water Use/Licence applications
- Member of the North Vancouver Island Marine Plan (MaPP) Advisory Committee

Dr. Peter Stockdill is truly irreplaceable and will be sincerely missed.