



SALT SPRING ISLAND SAILING CLUB

TellTales

VOLUME 19 • NUMBER 1 • JANUARY 2000



JOHN CAMERON PHOTO

Only the geese were sailing during the foggy Christmas season



PHIL MASON PHOTO

Socked in

Here's to the new cruising and racing year!

The racing fleet getting ready for the start of the New Year's day novelty race



PHIL MASON PHOTO

Commodore's report

Welcome to the new millennium! I hope all of you have had a very enjoyable transition to the next 1000 years.

We have had two meetings of your Executive Board and everyone is getting down to the planning and execution of the required work for the coming year. Some of this work has already been completed. There are a number of new and interesting projects in the development stage both on the land and on the water. We will be using the

Long Range Plan as a guide in our considerations. This planning document is available for perusal in the clubhouse and on our internet website. All of these projects will be made known to you via TellTales and general meetings with any major cost issues being vetted and approved by the membership prior to initiation. As well, the members of your Board are available for any information on club activities.

Continued on page 2...

Things we need to know

To operate our boat safely—and legally—we all eventually need a Pleasure Craft Operator Card and a Radio Operator's Certificate. Staff Captain Mary Neil wants to know how many members are interested in challenging the Operator Card test in a club setting, and how many would like to participate in a VHF radio course. Please give Mary a call at 537-5897 if you're interested.

Visit our club website at...

www.islandsails.com/sailingclub

Here you'll find:

- The latest edition of *TellTales*
- **Cruising** schedule for 2000
- Complete **racing news**
- **Home Waters** schedule
- Club's **Long Term Plan**
- and **much more!**

SPAGHETTI NITE

Tuesday, January 25th
at 1900 hours in the clubhouse

The first of a series of
'International Nites'

Please let either June Mason (537-2786)
or Mary Neil (537-5897) know by
January 19th if you will be attending

Spaghetti with all the trimmings
\$5 per person

(see information elsewhere in TellTales)

Valentine's Day Captains' Treat

Monday, February 14th
at 1900 hours in the clubhouse

POT LUCK SUPPER
BY THE MEN

Prize for the best Valentine poet!

(see explanation elsewhere in TellTales)

The gals promise to enjoy it all!

COMING EVENTS

Tuesday Jan 25	SPAGHETTI NIGHT SOCIAL
Monday Feb 14	VALENTINE'S DAY SOCIAL

**Deadline for the next
TellTales is 4th February**

The management of the Sailing Club's internet website is now in the hands of Per Rasmussen, our Editor of TellTales. Pete Drage did such a great job of setting up and running the site for the past couple of years, and he will still handle the racing aspects of the site. Per has placed the latest issue of TellTales on the club website as well as the Long Range Planning document and cruising information. To access TellTales and the Long Range Planning document you require a password. There is guidance on the club website to obtain this password. Members can access the website at www.islandsails.com/sailingclub or via the general Salt Spring page at www.gulfislands.com.

In an effort to improve our communication with you we are looking for new and innovative ways. As we utilise the internet and our web page more over the next months I will be looking for your input as to the usefulness of this type of communication. As well, I would like to know if any of our members would object to having their email address utilised for communicating with you with club information. The email addresses would not be available for any other purpose than club authorised communication. As more of our members acquire email addresses we have the opportunity to send the TellTales and any other information to you via email. We would continue to mail copies of TellTales to those members without email. The cost of printing and mailing each issue of TellTales is approximately \$1.00. We could enjoy a saving of approximately \$90 per month or \$900 per year if only one half of our membership utilised this medium. However, all this is in the future and we will continue to communicate to you as before.

There are a number of minor projects under consideration which will require someone to investigate suppliers to determine availability, quality and prices and have input into the project. The Board is looking for any volunteers from the membership who would be willing to take on any of these projects. If you are interested please contact me or any other member of the Board.

For various reasons we have had nine regular and three associate members resign at the end of the year. However, we have had nineteen new members join the club in 1999.

There was a great turn out for our first fun race and social on January 1st along with a beautiful sunny day which we hope is a precursor to the activities at the club in the coming year.

Home Waters

Thursday, February 10th
at 1900 hours in the clubhouse

**'Health emergencies on board'
with our own
Dr. Ruth Pankhurst**

Refreshments following.

—April Steel



Needed— your surplus...

periwinkle/myrtle (*vinca minor*)!

If thinning some of your rampant periwinkle is part of your gardening plans, please consider giving some to the club.

We have a small budget for landscaping, but thought members may already have periwinkle, which they tidy up each year, and which could be replanted at the club. If you'd like a good home for your plants, please call Sheryl at 537-4716, and we will co-ordinate replanting at the club with your plans.

—Sheryl Taylor-Munro

We are always open to suggestions on how to effectively improve our enjoyment of the club and welcome your input. I would only ask that, if you have a suggestion, you follow up any verbal communication with a more comprehensive rationale in writing in order that we can better understand the suggestion and discuss it at the next meeting of your Board.

Again, let me wish you a very happy and prosperous New Year.

—John Farquharson
Commodore

Club 'special' on inflatable vests

Recently the Race Committee (cruisers, keep reading) approved a new rule making it mandatory to wear an approved life preserver at the start of every club race. This led to some discussion about 'bulky' life jackets, the heat of summer etc., etc. It was suggested that we might be able to get a 'deal' on a bulk purchase of the newer inflatable life preservers and after some inquiries on and off island, here is the best offer available. Thanks to Fah Ambers for nailing this one down.

Specification: Airforce vest MUSMD 3010 RED \$130.00 plus tax if the Sailing Club buys 10 or more. Delivery in February. One size fits all.

Only one tax applies, so the full price will be \$139.10. The best we can do locally is \$160.50, so there is a useful saving to be had.

I will act as the gatherer of orders so if you would like one or more of these vests please put a cheque for \$139.10 per vest in the Fleet Captain Racing's box in the clubhouse by January 25th. Please make the cheque to me personally as the supplier wants one cheque for the entire order. Once the shipment is picked up I'll arrange delivery.

—Pete Drage

Wharfinger's report

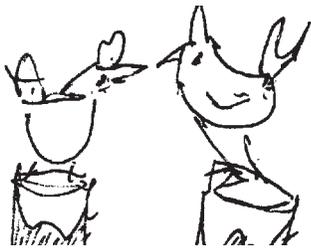
Hydro hookups for all boats have now been measured for amount consumed versus amount paid. Any measurements found to be at variance with our record keeping have subsequently been tested for a second time. While the number is small, there are some boats that are using electricity but have as yet not made any payment, or are consuming more electricity than paid for. These boats will again be tested later this month, with invoices then issued if a significant amount is involved. I will be pleased to take any phone calls if you are concerned about your electric consumption.

—Tom Locke, Wharfinger

TellTales is published ten times a year by the Salt Spring Island Sailing Club
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Editing/production by Per and Lynetta Rasmussen (537-4796 or pras@saltspring.com)



The social scene

The Christmas party was a huge success with 50 members attending. Many thanks to Phyllis Waltho for a truly magnificent job of MC-ing the gift exchange. Each and every gift was fun.

The New Year's day reception was also a success. The racers came in from the Rum Race and joined the rest of us for hot rum, egg nog and a light lunch. A terrific turnout of about 90 people. The Commodore, John Farquharson, extended New Year's greetings to all. A good beginning to what promises to be another good year at the club.

Coming events

Tuesday, January 25th at 1900 hours (7:00 p.m. for those who can't subtract 12 from 19)—'A Spaghetti Nite'. A plate of spaghetti with all the trimmings for \$5. Please let either June Mason at 537-2786 or Mary Neil at 537-5897 know by January 19th if you will be attending. *We must know how much to prepare.* Let us know if you are vegetarian. We look forward to joining fellow members for a fun evening.

Monday, February 14th at 1900 hours. The club's traditional Valentine's Day Captains' Treat. Potluck supper by the men. Also a Valentine poet night. The men (if they choose) read from a published poet (or write their own piece) on a Valentine theme—directed to their partner. Not more than six lines. Prize for the best. This is the evening when the men can show their appreciation for all the hard labour their female crew perform so willingly. The dishes prepared can be simple or elaborate. The gals promise to enjoy it all.

Pleasure Craft Operator Card

See the article by Brian Tolman (*FABER*) in the December 1999 (page 5) Tell-Tales explaining the requirements. How many members would be interested in challenging the test? Give me a call at 537-5897 and perhaps we can have Brian administer the test at the club to those who are interested.

VHF radio operator's licence

How many members are interested in taking this course? Phone me at 537-5897.

—Mary Neil, *Staff Captain*

Club members enjoying hot rum and lunch during New Year's day gathering



PHIL MASON PHOTOS

Cruising adventure lecture series in Vancouver

The 'Ocean cruising in small boats' lecture series, sponsored by the Vancouver Maritime Museum and Pacific Yachting Magazine, will be presented in Vancouver during the month of March. This popular illustrated lecture series features local sailors roaming the oceans of the world in small boats. The series, now in its 24th year, is coordinated by Liv Kennedy, author and founding member of Bluewater Cruising Association.

During the five Wednesdays in March, starting at 8 p.m. lectures will be held in the auditorium of the Pacific Space Centre, 1100 Chestnut St., Vancouver. Advance tickets are recommended as lectures frequently sell out. Please call (604) 257-8300.

March 1 - 247 day solo circumnavigation of the world with Guy Bruce, slides/video.

March 8 - Explore the waterways of Europe with Bill Wolferstan, author of Cruising Guides to the Coast of British Columbia, slides.

March 15 - Intracoastal Waterways and the Bahamas, Patrick Hill, slides.

March 22 - *DARWIN SOUND* sails home via Micronesia, Japan, Aleutian and Queen Charlotte Islands, Irene and Al Whitney, slides/video.

March 29 - Cape Horn, Antarctica, South Georgia. Experience the capsizing of the yacht *TAONU* off the Argentine coast, Coryn.

—Contributed by Jim Spencer

Of lifts, headers, and shifts

(or vectors for the faint-of-heart)

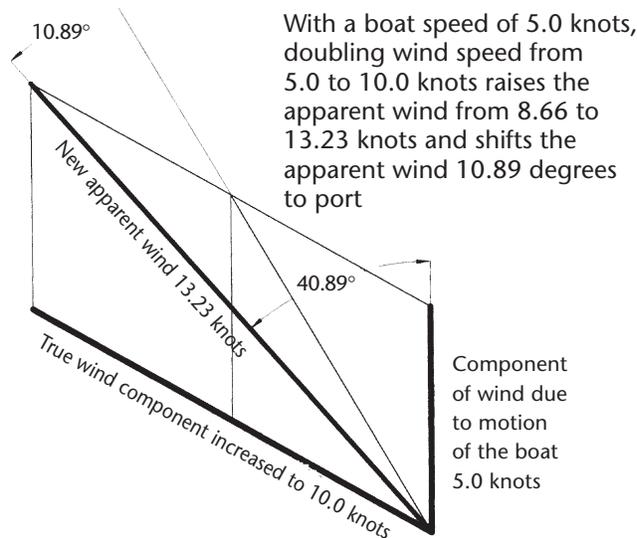
A recent article in this publication tried to make the point that mast-head wind indicators tend to give slightly erroneous indications depending on the amount of heel. The effect is small, but real, but overall can be considered mildly interesting and definitely trivial. Today's little blurb wrestles with an effect which is both real and non-trivial and well known to sailors at all levels of experience. (Well, almost all!)

The effect is this.

When the wind speed increases, without any change in direction, the apparent wind on board the boat shifts so as to allow the boat to head up, sailing closer to the wind. For example if the wind is on your port bow and its speed increases you will find that you can immediately steer a little more to port and still keep the sails drawing properly. Ace racers like Cameron, Vine, and Hume, consistently make use of this fact with greater skill than their lesser 'rivals', like yours truly, and the point of these paragraphs is to show quantitatively how large this effect is, depending on boat speed coupled with wind speed and direction.

To make this easy to follow, let's start with a fine clear day with no wind, typical of a summer's day in Ganges Harbour. Now imagine we are on a sailboat moving at five knots through the water and through the still air. (perhaps propelled by magic, for the moment). the sailors on the boat will feel

a breeze coming from dead ahead, apparently blowing at 5.0 knots. This is the apparent wind due to the motion of the boat. The bottom diagram, on the right hand side shows the boat's speed vector and in the parallelogram, the apparent wind vector, which is opposite to the boat vector.

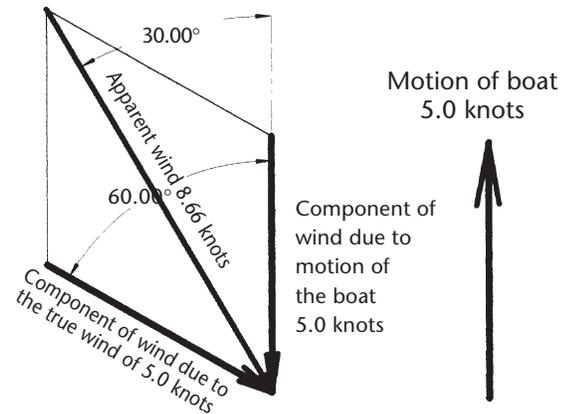


So, all's well. We're moving right along, by magic, and feeling a breeze of 5.0 knots from ahead. Now let's get a bit closer to reality and introduce a real breeze of 5.0 knots from the port side, making an angle of 60 degrees with the keel of the boat. Our dauntless sailor now feels a breeze that is made up of two components; one from dead ahead and one from the side, which combine together to give an apparent wind on board of 8.66 knots and making an angle with the keel of 30 degrees. Suddenly we're sailing without the aid of magic, with an apparent wind of 8.66 knots close-hauled with the wind at 30 degrees.

But wait! Ganges is notoriously gusty, and our wind speed sud-

denly jumps to 10 knots without a change in its direction. The upper diagram shows this new situation. The boat has not had time to accelerate but the increased wind speed has resulted in a new apparent wind, which is now made up from the new true wind and the old component from the forward motion of the boat. The resultant apparent wind is now 13.23 knots making an angle with the keel of 40.89 degrees, giving us a 10.89 degree lift to port. We can now head up to port a bit, although probably not the full 10.9 degrees as the original 30 degree apparent wind direction meant we were really pinching too close to the wind. If the boat does not accelerate we can nicely hold this new direction. But of course the boat will speed up because we have a much increased apparent wind speed.

If our boat is like John Cameron's OSCAR it will leap ahead, increasing the component of wind due to the motion of the boat, and this will decrease the angle of 10.89 degrees which we temporarily gained. Indeed, if the boat speed doubled to 10.0 knots we would find ourselves back on the old heading, with the original apparent wind angle of 30 degrees and an apparent wind of 17.32 knots. However, this



APPARENT WIND FOR A BOAT SPEED OF 5 KNOTS

		Angle made by true wind with axis of the boat										
		30	45	60	75	90	105	120	135	150	165	180
True wind speed and apparent wind direction												
SPEED	5	9.66	9.24	8.66	7.93	7.07	6.09	5.00	3.83	2.59	1.31	0.00
DIRECTION		15.00	22.50	30.00	37.50	45.00	52.50	60.00	67.50	75.00	82.50	90.00
SPEED	10	14.55	13.99	13.23	12.28	11.18	9.96	8.66	7.37	6.20	5.33	5.00
DIRECTION		20.10	30.36	40.89	51.85	63.43	75.98	90.00	106.32	126.21	150.95	180.00
SPEED	15	19.49	18.87	18.03	17.19	15.81	14.53	13.23	12.00	10.96	10.25	10.00
DIRECTION		22.63	34.20	46.10	58.49	71.57	85.59	100.89	117.86	136.81	157.75	180.00
SPEED	20	24.46	23.80	22.91	21.83	20.62	19.32	18.03	16.84	15.87	15.23	15.00
DIRECTION		24.13	36.46	49.11	62.22	75.96	90.52	106.10	122.88	140.94	160.12	180.00
SPEED	25	29.44	28.75	27.84	26.73	25.50	24.19	22.91	21.75	20.82	20.21	20.00
DIRECTION		25.13	37.94	51.05	64.59	78.69	93.48	109.11	125.65	143.10	161.33	180.00
SPEED	30	34.42	33.72	32.79	31.66	30.41	29.11	27.84	26.70	25.79	25.20	25.00
DIRECTION		25.83	38.98	52.41	66.23	80.54	95.45	111.05	127.39	144.44	162.06	180.00

acceleration normally does not quite make it, so as the boat accelerates we have to fall off a bit to optimise the set of our sails. As a consequence good sailors weave back and forth, even when sober, as the wind swells and falls. This is due entirely to variations in wind strength which keeps changing the apparent wind strength and angle, even if the gusts themselves do not come from a new direction.

Diagram like those shown can illustrate the principle but it's hard to generalize to a variety of conditions, so the accompanying table has been calculated to attach some numbers to the generalities. You will find in the table exactly the numbers that resulted in the two diagrams.

For example, in the column headed '60' the first two rows give apparent wind speed of 8.66 knots and apparent wind direction of 30 degrees, corresponding to the lower of the two diagrams. In the same column of 60 degrees, and on the lines for a 10 knot wind speed, you will find 13.23 knots and a direction of 40.89 degrees, corresponding to the upper diagram. In a similar fashion you can read off the effects of wind gusts on the apparent wind. Similarly the table can be used to look at the effect of a progressive wind shift without a change in true wind speed.

As another example, for a true wind speed of 10 knots, start with a true wind angle of 30 degrees in the first column and second pair of rows, where you will find, (for a boat speed of 5 knots) a wind speed of 14.44 knots and an apparent wind angle of 20.10 degrees. (Serious pinching there!) As the wind veers, increasing the true wind angle, move to the right in the table noticing how the apparent wind speed decreases systematically while the apparent wind direction reaches 90 degrees (right abeam) when the true wind angle reaches 120 degrees (30 degrees aft of the beam). By the time the true wind is coming in over the stern (180 degrees) the apparent wind has dropped to 5 knots and is coming in over the transom (180 degrees) at a speed of 5 knots, just as you would expect because the 5 knot speed of the boat is now subtracted from the 10 knot speed of the following wind.

Tables similar to these are easy to construct for any boat speed, but using a 5 knot boat is enough to show what the effects are. Remember that as soon as a shift of wind occurs, your boat will change its speed, making the table only an indication of what will happen.

—Hugh Greenwood

RACING NEWS

The traditional New Year race, the Hot Rum...

was held, as seems to be so often the case, in glorious sunshine and little wind. 17 boats, matching last year's entry, sailed a short course around buoys in the harbour while searching for their 'ticket' for the bottle of rum draw. The ticket consisted of an empty milk jug floating with the tide on which was a boat name. Problem was the boat name was invisible unless the jug was retrieved and with 17 jugs floating around, the search was a little tricky. Kevin Vine on *DERYN MOR*, with Bo Curtis manning the boat hook, managed to get every jug aboard and re-released before the next boat got close. Other boats had more trouble, *SLY FOX* was seen sailing backwards, although it's possible *LONE RANGER* had a hand, or hands, in this phenomenon. Most boats eventually found their ticket, and those that didn't got put in the draw anyway, winners were Jean and Fred Howell on *AQUARIUS*.

After the race skippers and crew repaired to the clubhouse to enjoy the hot rum toddies and lunch so ably laid on by Staff Captain Mary Neil and her team of helpers.

Short course

There is a new short course, which will be used for all club races unless otherwise announced. The line for this short course finish line is formed by a range consisting of two yellow diamonds mounted on the Salt Spring shore across from the Second Sister light.

PFD's

A new club rule making the wearing of an approved life jacket at the start of all club races has been passed, and is now in effect. If any skipper or their crew fails to wear the correct equipment they have to restart, suitably atired, or be scored DNS (did not start).

Team Racing

Last year's team format has been changed slightly to allow for more equitable representation. For 2000 there will be three teams of six boats each, the 18 most active boats from last year being used. As before, two boats from each team will be nominated to count in each race and these two boats will not be eligible for the next race, except that now, in the event that no other team members are available for the next race, one or both of the previous scorers may be nominated again.

Racing schedule:

Sunday Jan 30	GROUND HOG RACE
Sunday Feb 13	BEN MOHR ROCK RACE

Teams for 2000

Team Cameron: OSCAR, NUMTIJAH, YEOMAN, BEOWULF/ELECTRA, SLY FOX, and GWAIHIR.

Team Brogan: VALHALLA II, DRAGON (was ARCTURUS), NIGHT MOVES, ALMUCANTAR, HESSIAN, and WHISPER.

Team Vine: DERYN MOR, LONE RANGER, FANDANGO, BOMAR, BALLATER, and MINKE.

Official starter

Robert Brodgesell has kindly volunteered to be the club's starter and will come and keep us honest on the start line.

—Pete Drage, *Fleet Captain, Racing*

Upcoming events

PHRF Explained

Thursday, January 13th
at 1930 hours in the clubhouse

Club handicapper, Bob Borbas, will explain the basics of the rating system and how it can be affected by incorrectly sized equipment. Yes, size does matter. Some sails and other gear from member's boats will be measured as examples. Come out and learn about the system that seems so unfair to your boat in particular.

Ground Hog Race

Sunday, January 30th.

Start: 1000 hours

Distance: 6.6 NM

Course: Start – Batt Rock (P)

– Welbury Spar (P) – finish.

Ben Mohr Rock Race

Sunday, February 13th.

Start: 1000 hours

Distance: 9.0 NM.

Skipper's meeting in the clubhouse at 0900 hours...

coffee and bagels/donuts/muffins from 0845 h. This change in arrangements will be on a trial basis.



HMS GANGES' carved figurehead, now on display outside the Royal Hospital School at Holbrook, England. Wayne Pearce photo.

The history of our club burgee—part 2

by Wayne S. Pearce

For some time the British had been aware that their warship design lagged behind the French. The French ships could go about, wear, or sail closer to the wind than any of their British rivals. The traditional British design did not have the foremasts set back far enough, or the main mast far enough aft. In a big sea, therefore, the British ships nose-dived excessively. Coupled with this was the British determination to fill even the smallest three-deckers being built with closely fitted guns on each deck. The result being that if the ship was heeling, it often became necessary to close the lower gun ports on the lee side. There is a record of a letter written by Admiral Mathews to the Duke of Newcastle following the Battle of Toulon in February, 1744. In this battle against the combined Franco-Spanish fleet the British had been able to capture only one Spanish ship and the Admiral complained bitterly that of his fleet, he had only two ships of 90 guns and three of 80 guns that could make use of the lower tier of guns if it "was blowing more than a capful of wind."

Sir Robert Seppings, an outstanding Naval architect of the time, was given the task of adapting the French design to British construction methods. (As a

point of interest, Sir Robert is credited with developing the technique known as 'scharphing' whereby curved timbers used for 'knees' and other curved members are fashioned by fitting pieces of straight timber together—a technique still in use today. Prior to this it was not uncommon for a ship to sit for months waiting for a suitable naturally grown timber to be

located. A unique feature of the *GANGES* is that it was the first British warship to be built of teak; a decision that set off a stormy debate in Admiralty circles where it was maintained by many that British warships must be constructed from 'hearts of oak'. Britain, however, was running out of oak with as many as 900 trees going into the construction of one warship. The *GANGES* was the first of nine ships to be built to the same basic design, all at Bombay and all of teak. These were all three-decker ships and were the only three-deckers built outside of Britain. The *GANGES* was a 2nd rate ship carrying 84 guns and a crew of 700 men. She was 196 feet long with a beam of 52 feet. She was launched in 1821 and sailed to Britain where she was commissioned in 1823.

Almost immediately after commissioning she became involved in a minor crisis that served to give the ship and crew an independent character. This was over the rum ration, a subject dear to the sailor's heart. At this time the standard issue was a half a pint of rum per man per day and this led to considerable drunkenness with accompanying discipline problems and lack of efficiency. In that year, the crew of *HMS THETIS* voted to reduce their rum ration in exchange for better rations (meat every day instead of two meatless days per week) plus an extra two shillings per month. This move was viewed with suspicion by the crews of a number of other ships

with threats of violence being made against the crew of the *THETIS*. However, at this point the crew of the *GANGES* let it be known that they too supported this move and would stand by the crew of the *THETIS*. As a result, the opposition to the change gradually subsided and eventually was adopted throughout the fleet.

Unlike her predecessor, the second *GANGES* saw very little naval action. Her log book shows that she landed Royal Marines at Rio de Janeiro for the protection of the Emperor of Brazil who was faced with a mutiny of some 1,700 German and 2,000 Irish mercenary troops. The Emperor later presented Captain Inglefield of *HMS GANGES* with the Order of the Southern Cross. In 1840 the *GANGES* was involved in the Syrian campaign, landing troops and bombarding Beirut. Later she was present at the blockade of Alexandria.

In 1858 *HMS GANGES* was based at Valparaiso, Chile as the flagship of the Pacific Squadron. Admiral Sir Robert Baynes was the Flag Officer and Captain John Fulford the ship's captain. This was the year of the Fraser River gold rush and Fort Victoria, the Hudson Bay's fort on Vancouver Island became the stopping off place for many of the prospectors heading for the Fraser River en route from California. Within a period of a few months a tent city of over 6,000 tents grew up around the fort and Sir James Douglas, the governor of the then British colony, became concerned over maintaining law and order and asked Britain for assistance. With the memory of the American war of Independence still fresh in her mind, Britain also was concerned that the large influx of Americans could threaten her claim to the area and in June, 1858 ordered *HMS GANGES* to Esquimalt where she arrived on October 18, 1858. By this time most of the gold seekers had moved on, however the *GANGES* remained in the area where she engaged in charting some of the local waters, took part in examining and issuing licenses to the prospectors and what could be considered as 'showing the flag'. In the Provincial archives there is reference to the *GANGES* being anchored off Kitsilano, trading with the Indians for fresh food. Also there is reference to some of the activities of the ship's officers and crew with mention of Sir Robert Baynes' attendance at various social events and to a number of band concerts by the ship's band and to a series of one act plays staged by the crew.

To be continued...