



SALT SPRING ISLAND SAILING CLUB

TellTales

VOLUME 19 • NUMBER 5 • MAY 2000

CELEBRATING our 25th ANNIVERSARY SAILPAST!



Sharon and Commodore John Farquharson aboard BALLATER receiving the salute
A glorious, warm sunny day and a flotilla of boats out to salute our Commodore and the Executive!

Weather couldn't have been better—the rains had let up and there was a gentle breeze—perfect for both sailboats and power boats. Forty-two boats participated in the Sailpast, and many more club members and guests enjoyed the proceedings from shore. Altogether a perfectly successful Opening Day! Read more about the festivities on page 10.

Round Saltspring 2000

The club's biggest racing event of the year will soon be upon us. Mark your calendar Friday May 19th—Sunday May 21st.

As Fleet Captain Racing, let me invite all members to come down to the club and enjoy the hoopla, this is not just a race for the hot shots. This is the chance to enjoy your club, your boat and the company of your fellow members. If you wish, please join the actual race, you don't need to be ultra quick, I've had just as much fun, finishing late Sunday morning as when getting round in fairly good time. There will be someone of your level to race against/cruise with, on possibly the most scenic racecourse in the world.

If you don't want to actually sail, come down to the club on Friday evening for the Chili Supper, have a drink and be entertained by Swing Shift. Walk the docks and check out the visiting competitors. Buy a souvenir T-shirt.

Saturday morning come back down and see the hustle and bustle before, and then the actual, start. We expect around 70 boats to enter, a fine spectacle as they pass the club.

You can follow the progress of the fleet from various points around the Island; the boats will be going clockwise this year. Winds permitting, first finishers should be back Saturday evening (let it be me!).

Sunday, of course, is the famous lamb BBQ, followed by the awarding of trophies, prizes and a chance to hear all those 'if only' stories. This is always a great day, not to be missed, so order your BBQ tickets and come on down! See you there.

—Pete Drage, *Fleet Captain Racing*

COMING EVENTS

GENERAL MEETING

on Tuesday, 30th May, 2000
at 1930 h in the clubhouse

AGENDA

Commodore's call to order
at 1930 hours
Approval of minutes of the General Meeting held 29th February, 2000
Business arising from the minutes
Report of officers
Unfinished business
New business
Adjournment

Flare Night

The Coast Guard will be here to demonstrate the safe use of flares on Wednesday, 31st May, at 1930 hours

See page 3 for more details.

CRUISE CALENDAR

May 15–18 • Winery Tour
June 13–17 • Theatre Tour

See page 5 for all the delicious and entertaining details!

You won't regret joining one of these cruises, but you must book soon!

Ladies' cruise

This year's cruise departs Saturday, June 3rd and returns Monday, June 5th.

See more information on page 4

Commodore's report

Sunday, May 7th was the Annual Opening Day Sailpast. There were 42 vessels involved in the Sailpast on a bright and sunny day. The procession went smoothly and all were in the correct order thanks to the organisation of Pete Drage, our Fleet Captain Racing. A number of other members watched the procession from the clubhouse and docks. A very pleasant potluck lunch was provided and enjoyed by all. There were six Past Commodores as well as a few guests in attend-

Continued on page 2...

Deadline for the next TellTales is 9th June

ance along with a full complement of members. Thank you to those members who wrote or otherwise communicated their apologies for not being able to attend. The Commodore's Blind Dinghy Race was held after lunch to the delight of spectators and participants.

We had a great turn out for the Spring Work Party, some eighty one (81) people signed in and a great deal was accomplished. Irene Gibbs and her volunteers were able to make a large dent in the clubhouse 'job jar' while Sam Sydneysmith had a number of projects completed, not the least of which was the new dinghy storage dock. Phil Hume, Tony Meek, Peter McKenzie, along with a multitude of engineers and other workers raised the structure over the two days. Approximately 25 people attended the work party on Sunday to finish off some of the uncompleted projects. Well done everyone!

Over a number of days since the work party, Phil Hume has been seen putting the finishing touches to the new dinghy dock. We will be able to accommodate 24-25 non-inflatable dinghies on this new storage area. This will allow us to eliminate the dinghy storage waiting list. Our Wharfinger, Tom Locke, has been contacting members to fill the spaces and while some changes will have to be made to current space allocations, these will be as few as possible.

As a result of two work parties in the past week we now have a newly painted railing on our pier as well as a newly painted clubhouse floor.

As mentioned in my report in the last issue of TellTales, we are considering the addition of eight, 30 foot fingers being added to the west side of C dock. We currently have eight people awaiting moorage at the club and these proposed fingers would assist in accommodating these requests. This would improve the orientation of some of the vessels on C dock by facing them into the prevailing wind. The opportunity has arisen due to the availability of good, used, wooden fingers at a very reasonable price. They would be secured with end pilings. This addition would be another step towards the completion of our long term moorage plan within our water lot lease. There would be some disruption and changes to the current moorage allocation necessitated by the addition of the fingers rather than alongside moorage which is currently in place on C dock. We are investigating a number of methods of financing these fingers. For your information and considera-

tion a presentation on this proposal will be given at the upcoming General Meeting on May 30th.

As our vessels are prepared for the boating season I would like you to pay particular attention to your halyards. As indicated in Regulation 5.6, in order to maintain good relations with our neighbours, please ensure that your halyards do not 'slap' in the wind. With the number of vessels we have at the docks the noise can escalate to a very uncomfortable level.

There is a new telephone number for reporting to the Coast Guard any environmental concerns. Both this number and the emergency rescue number are now included in our Emergency Calls notice. This notice is posted in the telephone box at the head of the pier as well as at the telephone in the clubhouse. Please use 1-800-889-8852 to report any environmental spills on the water. This is not the same number as the telephone number for the Coast Guard Rescue Emergency which is 1-800-567-5111.

—John Farquharson, *Commodore*

Vice Commodore's comment

The highlight of the month of April had to be the Work Party. The weather was favourable, except for a downpour during lunch break, which unfortunately washed out the paint job on the docks. The snacks and lunch were great considering Staff Captain Mary Neil and her crew had to do a loaves-and-fishes miracle when the turnout turned out to be a record-breaking 81 members on Saturday. Would you believe a further twenty-five came on Sunday, some of whom were part of the Saturday group as well!

The gardeners under Sheryl Taylor-Munro's guidance were unstoppable. They pulled weeds, dug planting holes, pruned shrubs, planted donated groundcover plants and one member whizzed around with his weed-eater until his machine finally coughed and died. On Sunday Marilyn and Chris Schma arrived with a truckload of

shrubs and planted them on the parking lot slope. It is expected they will take over the bank eventually and eliminate the need for grass-cutting on what is a precipitous slope. Brambles were slashed, rocks and debris moved to restore the natural course of the creek, for which our geotechnical engineers are grateful. The roadway grating was finally repaired by Derek Barrio and his crew using a drill press to bolt the whole thing together.

I'm sure our cleaning lady will do a double-take when she sees the sparkle and gleam on every surface in the clubhouse. A squad of members scrubbed and polished, vacuumed and dusted upstairs and down; and the sundeck got the cleaning of its life thanks to Lynetta Rasmussen. Even the garden furniture was cleaned, sanded and painted, and the concrete steps leading down to the dock were power-washed. Lorne Shantz and Ian Thom cleaned and painted the Clubhouse floor.

The A-frame project got well underway with foreman Bob Borbas in charge. Les Price made sure the gutters were cleaned out on both the clubhouse and the toolshed, all without falling off his upturned bucket! A little more of the gravel was strategically placed on the entrance to the upper parking lot. The rest will be done next week by Bob Shaak with his small tractor. A few exterior touch-up paint jobs will be scheduled for a dry spell in the weather. The area under the sundeck has been scrubbed and prepped for painting, thanks to Jean Sissons and Betty Rothwell. Some members were not content with one job. I have a lasting memory of Jean Howell schlepping junk from beside the toolshed in the morning and powerwashing the pier railing all afternoon. So many of you performed similar tasks with enthusiasm and good humour, you all deserve bouquets. On behalf of the Executive, we thank you all.

Now, its time to go boating! My best wishes to the sailors for broad reaches and sandy beaches, and for the power boaters, flat seas and cosy coves.

—Irene Gibbs, *Vice Commodore*

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The club was a busy place both Saturday and Sunday during the Work Party



Top: Sharon Farquharson and Glynnis Horel paint tables

Below: Ian Thom works on the driveway drain

Above left: Al et Al (Kirk and Neil) prepare new rubbing pads for pilings

Left: Tony Meek with crew Kevin Vine and Jerry Davidson

On the waterfront

That was an energetic and most successful spring Work Party, especially on the waterfront side, and thanks to all those members who turned out to hammer and drill and scrape and paint. Special thanks to Tom Locke, our wharfinger, who supervised the scrape and paint work on the old BC Ferries float; to Al Kirk and his specialist crew who installed UHMW protective strips on the piling holes on A and B docks; to Brian Swinburn and his crew who checked out the pier railings and replaced numerous rotten railing posts; and, last but not least, thanks to Phil Hume, Tony Meek and Peter McKenzie and their gang of helpers who designed and built our new high capacity dinghy dock.

Although our assessment of the state of health of the pier is still on-going, waiting for a low daylight tide in early May, there is a growing consensus that we should, if possible, wait a few more years before embarking on any pier replacement project. Hence the decision to repair and repaint the pier railing this year, in time for Opening Day, and thanks to all those members who turned out for a special paint-the-pier work party on April 28th.

We have been presented with an opportunity to acquire eight 30' x 4' wooden finger floats. These floats are used but in good condition and suitable for installation on the west side of C dock. They would be provided by Island Marine Construction of Saltspring who would also supply and install 8 new piles to anchor the out-board end of these floats. Total cost is expected to be in the neighbourhood of \$25–30,000, including taxes. We are in the process of developing more detailed cost estimates as well as looking at alternative ways of financing this project, including the possibility of making deferred payments to Island Marine. These proposals will be presented to the membership for discussion at the next General Meeting.

Finally, its 'Flares Night' on May 31st. This is an opportunity to gain some hands-on experience in letting off flares—a real world experience that few of us have had (thankfully). Bring along those old out-of-date flares and set them off under the watchful eye of the local Coast Guard, who will also provide some of their own flares for demonstration purposes. The evening begins at 1930 hours, and we meet in the clubhouse for a preliminary briefing before going on to the docks.

—Sam Sydneysmith, *Rear Commodore*

The summer 2000 Junior Sailing Program

Registration dates for the 2000 Junior Sailing Program are as follows:

Club members only

Wednesday, May 17, 1900 hours

General public

Thursday, May 18, 1900 hours

Once again we are offering four, two-week courses on the following dates:

July 3 to July 14 (inclusive)

White Sail I, II, and III

July 17 to July 28 (inclusive)

White Sail I, II, and III

July 31 to August 11 (inclusive)

White Sail I, II, and III

August 14 to 25 (inclusive)

Bronze IV and V

Applications will be available at Apple Photo (which is now located in the old KIS office location). Thank you to Apple Photo for this service.

Prices are the same as last year—\$250.00 plus GST of \$17.50. Students will receive a certificate as well as a T-shirt upon completion of their course. We will require a \$50.00 deposit at time of registration with a post-dated cheque for the remainder dated 2 weeks before the course for which they are registered starts.

All registrants must be able to tread water for 2 minutes, and swim 50 yards with their life jackets on. This is a CYA requirement. Registrations will be taken on a first come basis.

We have two fully qualified CYA Blue Level instructors: Peter Howland and Jeff Sutherland, and we are also hiring Andrea Bartle to work as a coaches' assistant. Andrea has taken her Bronze Level V, and Level 1 General Coaching as well as her First Aid Course. She will be taking her Silver Level in Saanich during the two weeks that we are offering the bronze level course in August.

It is our aim to train our own coaches for the Sailing Club Program. We will have to purchase a Laser II with a trapeze to be able to teach the higher level courses at our club. If you know of any used Laser II which we can purchase, give me a call at 537-2199. It is our intent to try to encourage the students of our program to become our instructors in future years, and we see this as a great opportunity for the students as they not only learn to sail but will be able to obtain summer employment with their new skills.

This summer we will also run a junior sailing program for those who have obtained their White Sail Level III. Ten

Ladies' cruise

This year's Ladies' cruise is set for departure on Saturday, June 3rd, and return Monday, June 5th. Come for some of the time, all of the time, but come for a good time!

There'll be a skippers' and crew meeting (TBA) prior to June 3rd to discuss and finalise plans.

If you are interested in participating or would like more info, please call either Irene Gibbs 537-5184 or Barb Todd 537-4932. The more the merrier!

For all Gulls

Home Waters is sponsoring a boat tour of five vessels on Thursday, June 8th at 4 pm (1600 to 1800 hours). Here's your chance to get some good ideas and see aboard a range of vessels. Socialising with wine and cheese will follow. Please be prompt so the tours can be arranged without congestion.

—Susan Paynter

The social scene

April 25th evening gave us an opportunity to chat both with new and old friends. Commodore John Farquharson introduced the new members, and welcomed them to the club.

Dick Pattinson presented a most enjoyable slide show. Did anyone know about *sliver* balls before seeing them that evening? Thanks to Dick for sharing with us.

The month of May is busy—the Annual Sailpast, the Round Saltspring race, a club cruise, and a General Meeting. I encourage all to participate and take advantage of club activities. The next club social evening is at the end of June. More about that in June TellTales.

—Mary Neil, *Staff Captain*

people, including myself, have volunteered to supervise junior members. There will be a special training session for the volunteers on Saturday, June 24, from 0900–1600 hours. The instructors will teach the volunteers proper use of the safety boat as well as basic handling of the Lasers so that they will be properly equipped to supervise the junior members.

The program will start in July and end mid-September. Details will be published in the June issue of TellTales.

If you have any questions, or would like to volunteer to supervise, call me at 537-2199.

—Martin Hoogerdyk,
Fleet Captain, Dinghy

Orientation meeting for Daily Duty Wharfingers

There will be a short meeting on May 13th at 1030 h at the clubhouse to go over the routine of the daily wharfinger—this meeting will be helpful to those new to the club.

Wharfingering

Moorage space needed for the 'big' race!

Friday–Sunday, May 19–21, is Round Saltspring Race. We will be hosting many boats from other clubs and will be short of moorage. If you plan to be away cruising that weekend I would appreciate a note in my box or a telephone call (653-9720).

A welcome to Glynnis Horel and Dale Ostapowich who now moor their 25' Bayliner on E dock. Howard and Judy Fry have sold their Boston Whaler *MUSTN'T GRUMBLE* and are now looking for a replacement. Jim Sinclair has sold *SPIRIT DANCER* and acquired a Monk 32, *MISS MELODY*.

On April 15th a work party of seven hardy men and lady attended the visitors dock to chip and scrape off the yellow paint. It was a long and hard assignment. My thanks to all for a job well done.

My thanks also to all those members who have signed up for the daily wharfinger duty. However, we still have 18 uncovered days. As a result I again canvass/ask that every member who moors a boat at the club sign up for at least one day. **Please help me make this job less complicated by you making a commitment to your club this week.**

—Tom Locke, *Wharfinger*

NOTE: Electrical service for the winter months expired April 30th, and unless you have made arrangements with the treasurer you should now be disconnected.

Two moorages available for short-term sublet

1. One slip for a boat up to 38' in length. Please call Lynne or Louis at 537-2329.

2. Another slip, for July and August, is 28' in length. Please call Lorne at 537-2483.

Cruising highlights

The cruising season got underway with a resounding success. The first cruise of the season was a most successful, albeit rainy, 'Dry Run'. Six boats, twelve members and three dogs ... and one power boat did the shakedown cruise to get rid of the winter cobwebs. It was standing room only for the most wonderful hors-d'oeuvre spread brought by the cruisers that made a great happy hour aboard *VALKYRIE* at Montague. Even those who had to return home for work on Monday had a great time at Conover Cove and shared the happy hour before they left the rest of us had a cosy BBQ under a tarp on the dock. Colleen hoisted the name of *SHAUNSEA* proudly among the Wallace Island collection of frequent visitors in the pavilion and Harold, to the astonishment of all, reconditioned his new outboard right at dockside without losing any parts or tools in the water.

That was the first cruise, now for the next one, which will be even more exciting!

The Winery Tour

The plans for 'The Winery Tour' have altered somewhat to make the cruise even better. The Saturna Vineyard is the first in the Gulf Islands and marks a new chapter in the B.C. wine industry. We will enjoy the hospitality of Larry and Robyn Page on a tour of the winery, a tasting of the vintage, and luncheon at the Lodge. We had initially planned to anchor at Saturna Beach, but we now have the lodge van picking us up from Winter Cove so we don't have to sail to Saturna Beach. The sample luncheon menu means we can expect a feast, such as:

Wild Greens Salad or Carrot Coconut Soup
Roast Chicken Breast with bell peppers or
Halibut/Salmon with sesame Coulis
Tea and coffee

The cost of the transportation, the vineyard tour, wine tasting, luncheon (including the gratuities) and all taxes will be \$25 per person. If you wish only to visit the vineyard for the tour and the wine tasting, the cost is \$5.50 per person for the transportation so, either way **However: I MUST KNOW OF YOUR PARTICIPATION IMMEDIATELY.** The vineyard wants a week's notice. **RESERVATIONS ARE A MUST, so call me now at 537-1345!**

Itinerary:

On the first evening (Monday, May 15) we'll have a Happy Hour aboard *VALKYRIE* or ashore at 1600 hours. The Vineyard tour is the next day (Tuesday, May 16), and on the last evening (Wednesday, May 17) we'll have a Happy Hour and a group BYO BBQ in the park starting at 1600 hours. Be careful when entering Winter Cove—there is not a lot of water and the reef is a hazard. When you approach the Cove from Plumper Sound, keep a heading as if you are entering Irish Bay on Samuel Island and, after clearing the Minx Reef, turn hard to starboard to enter the Cove.



Harold, trying to figure out the float valve



Happy Hour under the tarp: Sheryl Taylor-Munro, Colleen and Lorne Shantz, Harold Brochmann, Flo Ganderton, Terry Ison, Candace Brochmann and Jean Howell



Lorne Shantz with Ruth and Les Price enjoying hors-d'oeuvres aboard *VALKYRIE*

Colleen Shantz posting the *SHAUNSEA* 'name board' at Conover Cove



JIM GANDERTON PHOTOS

Don't forget 'The Theatre Tour' starting 13th June

The Theatre Tour will take place Tuesday 13th June to Saturday 17th June and will include an historical tour and presentation of the history and the hidden stories of Conover Cove and Wallace Island, followed by a wonderful afternoon of 'The Sound of Music' at the Chemainus Theatre, and then on to Nanaimo and relaxation at Newcastle Island and finally a BBQ at Pirates Cove.

For this cruise **I MUST HAVE YOUR RESERVATION**, so while you are calling me for the Winery Tour, plan to attend the Theatre Tour and reserve at the same time, because the cruise will take place before the next TellTales is published.

—Jim Ganderton (537-1345)
Fleet Captain, Cruising



Piling to piling

Like many other boaters, we've occasionally encountered Canadian Navy ships while cruising the Gulf Islands. We've always thought it would be respectful and festive to salute them by dipping our ensign, but it wasn't until last summer that we finally got up the courage to do so. It worked, and we were saluted back! Although the Canadian regulations don't exactly say that you *have to* salute, it doesn't say that *you are not allowed to*. This is what the 'General rules for flying and displaying the Canadian Flag and other flags in Canada' have to say:

"[The Canadian flag]... Flown on Ships and Boats

14. The Canadian Flag is the proper national colours for all Canadian ships and boats including pleasure craft. The Canada Shipping Act provides that a Canadian ship shall hoist the Flag on a signal being made to her by one of Her Majesty's ships, or any ship in the service of and belonging to the Government of Canada; on entering or leaving any foreign port; ...

16. The following rules govern merchant vessels and pleasure craft as a matter of custom:

(a) The Flag should be worn in harbour and in territorial waters but need not be worn while under way on the high seas unless the vessel wishes to identify her nationality to another ship.

(b) Wherever possible, the proper place for a vessel to display the national colours is at the stern, except that when at sea, the Flag may be flown from a gaff.

(c) When in harbour the Flag should be hoisted at 0800 hours and lowered at sunset.

(d) When a merchant ship passes, or is passed by a navy vessel of any nationality, the merchant ship should dip the Flag as a courtesy. If on a staff, the lowest corner of the Flag should be brought to the level of the rail and kept there until the salutation is acknowledged by the naval vessel; if flown from a gaff, the Flag should be lowered to six feet above the level of the deck, until the salute is acknowledged."

Although only merchant ships are mentioned here, British yachting customs have it that "It is customary for yachts to salute the following: all Royal Yachts; all warships, both British and foreign; flag officers of a yacht club when the yacht making the salute is wearing the burgee of that club...."

So, now that Sailpast is over and we're all prepared for summer, watch out Navy (and maybe Coast Guard too!), "Here we come!"

—Ed

[If you happen to make your salute while the aft deck hand is peeling potatoes (and not expecting a salute from a passing yacht), you may well cause quite a commotion on board, and you may hear the captain issue some very rude and loud orders!]



Nigel Denyer and Geoff Holland at the Work Party attaching yet another safety ladder

Safety Ladders

When I was asked to help secure the safety ladders on the docks at the club during the work weekend, I wasn't sure exactly what they were and how they functioned. In fact I hadn't really paid any attention to the small bright yellow ladders placed strategically around our marina. I certainly hadn't gone over to them and seen how they

worked, even though they may come in very handy some day. Little did I realise then that I would have need of one the very next weekend.

Unfortunately, my adventure took place in another marina and, having misjudged the distance between the boat and dock, I did find myself taking an unexpected swim with no friendly ladder to help me out of the water. A passing yachtsman hauled me out onto the dock like a stranded walrus, with little ceremony and even less dignity. Without his help, my need for a ladder would have been urgent.

Therefore, next time you are on the docks, check the location of the nearest safety ladder near your boat and take the time to walk over and find out how it works. The ladder is set between two uprights and rests on blocks. Anyone in the water can lower the ladder by a simple pull outwards at the bottom at the same time flipping the top off the blocks. The ladder will slide down into the water allowing the swimmer to climb onto the dock with little effort.

Don't take my word for it, check it out from the dry side, so that when you are on the wet side it will be easy. It is much easier to test the ladder from the dry dock the first time!

—Geoff Holland, *WHISKYJACK*

Sailpast — a wag(gy) look at the proceedings!

Mist and cloud, and we were afraid
The weather would rain on our parade,
But a wind sprang up and cleared the way,
Swept doubt, mist, clouds from out the bay
And gave us a sunny, bright, breezy day
For our annual Sailpast caper.

So here we are in the early morn,
Fleet Marshall blows his assembly horn,
But nobody hears and nobody sees
Because everyone's busy enjoying the breeze,
And sailors are all heading out where they please
Because nobody read 'The Paper'.

Close to port there's a greyhound slim,
On starboard, big power's ahead of him,
A latecomer's struggling with a tarp,
Astern there's a bowsprit fine and sharp,
And I swear some blithe person
is fishing for carp*
And of course there's a tourist gaper.

Which way are they heading? Toward the line?
Your face and my nose are acquiring a shine.
Look sharp! Fleet's heading across the bay.
Good grief! Now they've tacked and
they're flying our way!
I think they all figure that we're just a stray.
Why didn't they read 'The Paper'?

* So, it's a fresh-water fish... artistic license!

We're clear! For a second I thought we were bait.
We'll be lucky to get safely home at this rate,
And some fool has anchored
right by the Club float—
Watch out! Hard astern! That's
the Commodore's boat.

If you have to ram something don't hit a blue coat.
Think the mob is beginning to taper.

Bow that wake, and you'd better go fast and get past
Or we'll have to roar back to the tail and be last.
There's a space—make a dive
Cut him off—he'll survive
Whew! I think that we're all of us still quite alive.
He's shaking his fist in a vapour.

Sharp and fast—not the burgee—just dip the flag,
Keep up with the rest, that's the stuff and don't lag.
The Commodore now is saluting our rig,
His ensign is doing a mighty fine jig,
I think this is one sailpast coming off big,
He sure is a good bunting draper.

Back to the clubhouse, we'll catch the first round
And hear the Big Commo extol and expound
How our Club is the best,
Way ahead of the rest,
Clap your hands... pound your chest—
Oh the hell with it—where's the beer?

—Matelot Hornpipe

RACING NEWS

Walker Rock Race

The weather office said "Sunday April 30th, SE winds 15–20 knots". They got the date right, then lost it completely: we may have seen 6 knots once and it never got within 90 degrees of SE!

It took our 13 contestants 2 hours to clear the Sisters light, then a little breeze from the north came up and boats actually started to make some reasonable progress. *OSCAR* slipped through Captain Passage in front and had a lonely day after that. The few

boats he did see close up were still heading to Walker Rock when he was on the way back, not that it was easy for John Cameron and crew, several times he paused and waited for the pursuers to get a little closer, only to tantalisingly slip away again.

Meanwhile, back in the pack, several little battles were fought, keeping it interesting, in spite of the rain. Neil wins the persistence award, finishing at 1930, an hour behind the previous finisher, on a day marked by the number of boats that gave up and motored in.



This year's contest features two categories: best Traditional, and best Digital photo. Entry deadline is June 9th. Pick up your **entry form** in the clubhouse or check out John Cameron's Round Saltspring website at <http://newbasics.net/rsi/>

	Finish Time	Boat Name	Rating	Skipper	Corrected	
					Time	Points
1	17:47:14	OSCAR	168	JOHN CAMERON	6:58:48	100
2	18:08:07	DRAGON	224	PETER DRAGE	7:03:32	92
3	18:05:22	LONE RANGER	208	FAH AMBERS	7:05:24	85
4	18:14:30	SLY FOX	217	BOB BORBAS	7:11:56	77
5	18:30:08	CHEEKY BUOY	241	TONY BROGAN	7:20:39	69
6	18:04:24	BOMAR	129	BOB JONES	7:27:12	62
7	18:17:41	ATALANTA	145	STUART FARSON	7:35:53	54
8	19:30:00	NUMTIJAH	246	NEIL BUCHAN	8:19:04	46
0	DNF	ALMUCANTAR	194	HUGH GREENWOOD	0:00:00	8
0	DNF	DERYN MOR	228	KEVIN VINE	0:00:00	8
0	DNF	FANDANGO	138	PHILIP GRANGE/ART	0:00:00	8
0	DNF	GWAIHIR	262	DICK PATTINSON	0:00:00	8
0	DNF	YEOMAN OF C	132	PHIL HUME	0:00:00	8

Racing schedule:

MAY

Saturday–Sunday 20-21
ROUND SALTSRING 2000

JUNE

Sunday 4th - CHANNEL ISLES #2

Wednesday 7th

Wednesday Evening Series begins

Top ten overall point leaders

	Boat	Skipper	Ground Hog	Ben Mohr	Mc Millan	Prevost Island	Ch. Isle#1	P/M	W. Rk.	total Points	total minus 1
1	OSCAR	JOHN CAMERON	100	64	92	93	100	77	100	626	561
2	DERYN MOR	KEVIN VINE	83	93	100	100	78	85	8	546	539
3	DRAGON	PETER DRAGE	75	100	75	29	67	31	92	469	440
4	LONE RANGER	FAH AMBERS	58	36	33	57	89	92	85	450	417
5	FANDANGO	PHILIP GRANGE/ART	92		83	71	94	62	8	410	410
6	MINKE	TONY MEEK	67	50		79	72	100		367	367
7	CHEEKY BUOY	TONY BROGAN	42	86	17	86	39	23	69	361	344
8	ATALANTA	STUART FARSON	25	21	42	36	50	46	54	274	252
9	YEOMAN OF C	PHIL HUME		43		64	83	54	8	252	252
10	NUMTIJAH	NEIL BUCHAN	50	71	25	21	33		46	247	247

Team Trophy to date

Team	Captain	Ground Hog	Ben Mohr	McMillan	Prevost	Channel Isles #1	Portland/Moresby	Walker Rock	Total
C	Kevin Vine	125	150	116	150	183	185	93	1002
B	Tony Brogan	109	165	142	115	95	100	77	803
A	John Cameron	125	114	109	157	83	131	62	781

Team Cameron: Oscar, Numtijah, Yeoman, Beowulf/Electra, Sly Fox, Gwaihir and Atalanta

Team Brogan: Valhalla II, Dragon, Night Moves, Almucantar, Hessian, Whisper and Cheeky Buoy

Team Vine: Deryn Mor, Lone Ranger, Fandango, Bomar, Ballater, and Minke

White Sails Division top 5

	Boat	PHRF	Skipper	Ground Hog	Ben Mohr	McM	Prevost	Ch #1	P/M	W. Rk.	Total Pts.
1	NUMTIJAH	246	Neil Buchan	50	71	25	21	33		46	247
2	ALMUCANTAR	194	Hugh Greenwood	17	79	50		28		8	181
3	BALLATER	170	John Farquharson	8					15		23
4	VALHALLA II	294	George Wachmann					22			22
5	GWAIHIR	262	Dick Pattinson					6	8	8	21

Sailing around Vancouver Island: Part 1

By Dick Pattinson, *GWAHIR*

Interested in sailing around Vancouver Island? Well there are certain factors which will inhibit actually sailing and make motoring necessary at times. There are tides, winds (or lack of), and distances to contend with. There are only a few safe places to spend the night, or, perhaps, days if waiting out the weather. It is essential for safety to travel to these places. Unlike kayaking, where you can go ashore almost anywhere, a sailboat must anchor or tie up at a secure spot.

The total distance is over 700 nautical miles when you consider the courses into and out of anchorages and inlets. Depending on the tide, it is best to start out as early as practical. Particularly if you have to beat against a strong afternoon wind.

The normal summer weather pattern is to be calm at night, with sea-fog which clears up about ten o'clock followed by a westerly which builds up in the late afternoon.

Fuel is fairly easy to obtain on the east coast of the island but after that the stations are few and far between. After Campbell River or Quathiaski Cove the next fuel station would be Blind Channel, then Kelsey Bay, Minstrel Island, Lagoon Cove, Alert Bay, Port McNeill, Sointula, and Port Hardy. Then there is a long stretch up Goletas Channel, past Bull Harbour, and around Cape Scott and down to Winter Harbour to the next fuel station. That's a long way. Then it is a long way from there to Kyuquot for the next fuel supply. After that there is a station in Esperanza Inlet at the Mission, or, alternatively, up Zeballos Inlet to the town of Zeballos. At the head of Tahsis Inlet the town of Tahsis has fuel. From this area it is necessary to make a long run out around Estevan Point to the next fuel stop at Ahousat. Tofino is not far from here and then Ucluelet at the other end of Long Beach, both with fuel stations. Bamfield would be the next supply. Fuel could be obtained at Port Renfrew by carrying it down from the fuel station. The Marina across the bay has a doubtful access for sailboats. Sooke has a fuel outlet and then it is back into civilisation at Victoria.

After leaving Ganges, I usually try to, at least, get through Dodds Narrows on the first day. It takes me 7 or 8 hours depending on the tide and the wind. Not being a purist, I motor or motor-sail if the wind is not favourable

enough to give me four knots or so. This part of the journey could be broken up with a stay at Wallace Island or Pirates Cove. However these locations are within easy reach of Ganges, and, after all, it is the West Coast that we want to explore. The Nanaimo Sailing Club and Schooner Cove Club offer reciprocal privileges. Try and get inside moorage at either of these places for a good night's rest. Sometimes I anchor in Brickyard Bay on the west side of the entrance to Nanoose Harbour. The next destination is Comox partly because of family ties. If there is a strong north westerly blowing in the Strait it is usually better to go up the coast to where you can turn out above the Ballenas Islands (to avoid Whiskey Golf) and then cut across below to the lower end of Texada. The westerly winds are usually weaker on the east side of Texada. From Comox it is a nice step if you can make it past the Seymour Narrows in a day. It may be necessary to wait in Quathiaski Cove (or Campbell River) for the tide to turn to ebb. Try and get at the entrance to the Narrows at high water slack for a good push north. If time is short, anchor in Plumper Bay (avoid Deep Water Bay) or Kanish Bay. At Chatham Point the better anchorage is across from the light behind Turn Island, rather than in the kelpy anchorage at Otter Cove south of the light.

At Chatham Point an alternative course is possible by turning to the starboard and going up Nodales Channel. Johnstone Strait may be unsuitable because of the wind and the other route offers some respite and also a possible overnight at Shoal Harbour in Cardero Channel, or some other spot farther on where there is a floating restaurant. In pursuing this course one comes to Mayne Channel where there is a fine restaurant and a store that sells fresh home made bread and buns. This is also called Blind Channel. On continuing farther through the rapids here and at Welbore a nice stop is at Douglas Bay in Forward Harbour. From here proceed to Sunderland Channel which takes you back to Johnstone Strait. Port Neville is a place to overnight as well as to view the petroglyphs at Robbers Nob.

From here one can get to Alert Bay in a nice run up Johnstone Strait. Watch for the Orcas in this area, particularly around Robson Bight. At the head of Port Harvey there is a good anchorage. Alternatively one can turn to starboard at the Broken Islands and travel via Havannah and Chatham Channel to Minstrel Island. Check the tide book for the narrows as it runs

Improved GPS signals bring instant benefits to boaters

As of 1st May, the U.S. Government has eliminated 'Selective Availability' signal degradation, thus making the average GPS receiver accurate to within 20 metres or better. This is great news for boaters since, for most of us, there'll no longer be a need to consider upgrading to DGPS. There's more information about this subject at <http://www.igeb.gov>

The sloop SPIRIT DANCER

Jim Sinclair has sold his Catalina 27, *SPIRIT DANCER*, a boat he enjoyed much racing success with over the years, highlighted by a handsome win in last years NFS Division of Round Saltspring.

Keeping up with the arts theme of his boat ownership, Jim now has *MISS MELODY* at the dock, a powerboat that Jim hopes to use for extended cruising.

quite swiftly and the Channel *is* narrow. You have to line up the beacons at each end. Fuel up at Minstrel or alternatively at Lagoon Cove a short distance away through the 'Blow Hole'. From here proceed down Knight Inlet to the old Indian village site of Mamalilikula on Village Island. It is worth a visit. From there proceed down Canoe Pass out past Double Bay and on to Alert Bay.

At Alert Bay there is usually room behind the breakwater. This is the best spot to avoid swell from passing vessels during the night. There are three 'Super Markets' here, restaurants, showers, etc. The tallest totem pole in the world stands at the head of the Bay near the site of the former Community House which was destroyed by an arsonist recently. Other alternatives to Alert Bay are Port McNeill and Sointula.

Port Hardy is the next destination and the last chance for supplies and fuel before going around the Cape to Winter Harbour.

See Part 2 for Port Hardy and beyond, coming soon in TellTales.

[We hope to have room for another instalment of Dick's travelogue, 'Sailing Around Vancouver Island', in the next TellTales. —Ed.]

The history of our club burgee— part 2

by Wayne S. Pearce

On Salt Spring Island, geographic place names are a permanent reminder of the visit of *HMS GANGES* to the area. In addition to our village and our harbour, we have Fulford Harbour and Bayne's Mountain. There is also Burgoyne Valley named after Commander Burgoyne, Captain Fulford's Executive Officer, and Southey Point named after Paymaster James L. Southey, the Admiral's Secretary. In addition, other ships of the Pacific Squadron visiting during the same period include some well known names - *THETIS*, *PLUMPER*, *SATELLITE* and *TRINCOMALI*, for example. *HMS GANGES* remained in the area just a month under two years, departing for Britain in September, 1860. She arrived back in Britain the following spring having travelled some 60,000 miles since her departure in 1857. She was the last sailing ship to serve as a Flag Ship and the last British warship to go around the Horn under sail.

During the next four years she was held on the reserve list but in 1865 she was selected for the role of training ship for boys and was towed to Davenport for re-fitting. In 1866 she arrived in Falmouth to take up her new role and here she remained for the next 33 years. The training of boys in the Royal Navy is a story in itself and the *GANGES* was only one of a number of ships engaged in this function. During her long stay at Falmouth some 14,000 boys passed through the *GANGES*.

In 1899, to the dismay of Falmouth and to the delight of Harwich, the decision was made to move the *GANGES* to the latter location. For the boys selected to form the ship's company for the move it must have been an exciting experience. In the book 'HMS GANGES', by instructor Lieutenant D. L. Summers, he records that: "... at 10:45 A.M., 29 August, 1899 the *GANGES* slipped her moorings at Falmouth and was towed out of the harbour. After lunch the boys were called upon to put into operation the sail drill they had practiced so assiduously at Falmouth. At Commander Anson's orders the ship made plain sails, less royals and flying jib and, as if to illustrate the beauty of sail, the wind freshened." She arrived at Davenport that evening and remained to have her hull scraped, resuming her journey two weeks later, this time to Sheerness. Again she made

sail and for a time travelled independent of the towing vessel. She remained at Sheerness for two months before proceeding to Harwich where she arrived November 11, 1899.

Harwich's delight over the arrival of the *GANGES* was short-lived for this was the period of the transition from sail to steam with many questions being asked as to the value of training

GES' even though Admiralty tradition held that shore-based establishments were to be named by their location and were not entitled to the prefix HMS; this was reserved for ships afloat. However, after considerable lobbying, the Admiralty decreed in 1927 that the Royal Naval Training Establishment, Shotley should henceforth be known as 'HMS GANGES'; the first time a



HMS GANGES at Falmouth, England. Built in Bombay, India 1819–21. Based in Esquimalt 1857–60 (Photo in clubhouse)

future naval officers and ratings in sail drill. Following a study of the subject the decision was made to build a shore-based training establishment, not at Harwich but across the bay at Shotley Gate. Thus it was that on October 4, 1905, the new base—The Royal Navy Training Establishment, Shotley—came into being and the boys from the *GANGES* were moved ashore. Other training ships gradually were phased out and by 1906 some 600 boys were in training at the new base. In July of that year the *GANGES* sailed out of the harbour never to return. She continued to serve in other roles under other names and it was not until 1929 that she was finally broken up. Today some of her timbers form part of the staircase at the National Maritime Museum, Greenwich.

However, when the *GANGES* left Shotley in 1906, another ship named *GANGES II* (or Twicer as she was nicknamed), was moved in to take her place and she remained there until 1922 when she was towed away to be broken up. This was an event of some significance as it severed the connection of the shore-based establishment with the name 'GANGES'. In spite of this, the personnel of the base as well as the local populace continued to refer to the establishment as the 'GAN-

shore-based establishment was given this honour and once again the boys in training were entitled to wear the proud name of 'HMS GANGES' on the ribbons around their caps. *HMS GANGES* continued to operate as a Royal Navy training establishment until June 1976, when cut-backs in the military budget finally resulted in its closure. It was during a subsequent visit to Britain that I broached the subject of our club making use of the *GANGES* crest as our official crest, as the name *GANGES* was no longer in use in the Royal Navy. The representative I spoke with suggested the club make a formal request to his office upon my return. This was done and eventually we received about as close to official approval as could be obtained without a formal Government to Government request. What the Admiralty said was that they had "no objection" to our use of this crest and, what I considered as a token of their approval, enclosed an official photograph of the crest for our use.

[Part 3: Trying to get the *HMS GANGES* figurehead to Ganges! Maybe we'll have room for this final instalment in the June issue. —Ed.]

The Commodore's Dinghy Challenge

Judging by the reception of the inaugural event, held after lunch on Sailpast Day, this fun race might become an annual event.

Run as a three-boat rowing dinghy race, relay style, around buoys in front of the club docks, the lure of a bottle of rum for the winner attracted a wide-ranging cross section of club members, from the young to the young in heart. While some younger rowers were heard complaining about the length of the course, Dick Pattinson made it look easy, as did Jim Sinclair, which of course surprised nobody.

The team representing the Fleet Captain Racing, who was coaching from the side, not actually rowing, consisting of Kevin and Korena Vine, Hugh and Sylvia Greenwood and Tony McEwen with Suzanne Ambers, easily

took first place. Not just because they are better rowers and navigators, although that had some bearing, but also because all three were in rigid dinghies. Those teams using inflatables suffered greatly from that type of craft's lack of lines. Runners up were 'The Single Handers' led by Angeline Bate.

The Commodore's team regrettably finished a distant last among the five teams who, for the second time that day, just 'sailed past' him.

A fun event. Next year lets have an even bigger turn-out.

—Pete Drage

Top right: Jim Ganderton (with his back to us), George Wachmann, Terry Ison, Mike Byrne and Harold Brochmann



Right: the 'dinghy dock crew' with Robert Brodgesell, Terry Small, Pete McKenzie, Dale Ostapowich, all supervised by Phil Hume



Letter to the Editor

Sir,

I am sure that somewhere in this issue is an account of the success of the recent Annual Sailpast. While I agree, for those who attended it was a very successful day, a closer look at the numbers gives a different picture. Forty-one boats turned out, leaving 80 boats at the dock or otherwise absent. The Commodore, I hear, received a few apologies for non-attendance, but what of the rest? Maybe many of the newer members don't realise the importance of the event.

The Sailpast is one of the few days in the club's year that members are expected to be in attendance at the club. This day signifies the 'official' opening of the boating season and is the day members turn out to salute the Commodore of *their* club. Yes, our club, for without this current Commodore and the long line of distinguished gentlemen (isn't it time for a member of the fairer sex?) preceding him we would have no club.

So see you next year! Come and salute the Commodore, meet your fellow members and have some fun too, or even better, check this TellTales for upcoming events and make an effort to be at one of them. Every club needs active members. Be one.

Respectfully,
Ping Drage, *DRAGON*



Left: Tony Meek's crew carry another frame onto the new dinghy dock

Below: Jim Sinclair was part of a large crew of volunteers scraping barnacles off all the wharves and fingers



What we all come to the Work Party for: the good company of fellow club members (and the food too!)