



SALT SPRING ISLAND SAILING CLUB

TellTales

VOLUME 19 • NUMBER 8 • OCTOBER 2000



PHIL MASON PHOTO

Jim Sinclair and Graham Meek cutting the anniversary cake with Commodore John Farquharson, Staff Captain Mary Neil and Jennifer Barrio looking on

The last cruise of the season went to the Institute of Ocean Sciences and the Coast Guard base at Pat Bay



JIM GANDERTON PHOTO

Commodore's report

We had a very interesting and lively Special General Meeting on September 26th during which a number of issues were aired and decided. Please see the minutes posted on the club's bulletin board. One of the more contentious issues was the planned addition of the new moorage fingers on the west side of C dock. Concern was expressed regarding the amount of manoeuvring room there would be in the resultant alley between the ends of the fingers on D dock and the ends of the new fingers on C dock. Concern was also expressed regarding the cost of the project and the club's ability to pay for the new moorage as well as the poten-

tial cost of the stabilisation of our property and the creek bank.

In order to possibly alleviate these concerns we have included a scale plan of the finger project in this issue of TellTales. I will attempt to highlight the areas that are of the most concern.

C dock runs generally north and south with the planned fingers on the west side. This results in the vessels moored there being oriented into the prevailing easterly winds. The two most northerly fingers on C dock will be 4 feet wide and 36 feet (10.97 m) long with about 2 feet added for the support piling. The other seven fingers

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HALLOWE'EN PARTY

Monday, October 30th at 1930 hours in the clubhouse

- No host bar
- Prizes for the best three costumes
 - Ribald limerick contest
 - Dunkin' for apples and ????

In costume or not, please come—cheese popcorn is on the house!

FALL WORK & CLEAN-UP PARTY

Saturday-Sunday, November 4-5
0830 - 1630 hours

Bring your favourite tools and lend a hand —on land or on the docks!

- Doughnuts and coffee in the morning
 - Lunch with beverages
 - beer for those who stay 'til the end of the day!

Racers' Awards Night

Saturday, November 11th
at 1900 hours in the clubhouse

No charge for entry—there will be a bar, and snack foods are supplied

No videos this year as the awards take up most of the night, especially the highly prized 'Broken Tiller Award'. For those not familiar with this trophy, it is awarded to the skipper who has pulled off the biggest boo boo of the year.

EVERYBODY WELCOME!

Reserve your tickets now! COMMODORE'S BANQUET and BALL

Saturday, November 25th 2000

- Delicious food
- Saltspring Swing Band with music from the 50s, 60s and 70s for your dancing and listening pleasure

Contact Staff Captain Mary Neil for more information at 537-5897

Deadline for the next TellTales is 3rd November

are 4 feet in width and 30 feet (9.14 m) long with about 2 feet for the support piling. The distance at the north entrance to the alley between the fingers on D dock and the planned fingers on C dock is 12.84 metres or 42 feet. The largest manoeuvring area distance in the alley between the ends of the fingers on D dock and those on C dock in the southern end is 15.7 metres or 51.5 feet with the shortest being about 43 feet in the northern area of the alley. Please be aware that, in the area where the new fingers will be placed, vessels currently moored alongside C dock already occupy about 10 feet of space, so that the resultant extension from the present situation is only about 22 feet. While there is more manoeuvring room on the east side of C dock, the sub-committee felt that having the more favourable orientation of vessels with bow into the prevailing ESE winter winds was a better plan. As well, vessels moored on D dock are on average smaller and therefore more manoeuvrable than those on B dock.

As to costs, the amount of money required to pay for the new fingers is within our current 2000 budget and the pay-back from the additional moorage charges is about 4 years. The resultant increase in lineal footage for the purposes of the rent on our water lease is 261.5 feet which will cost us another \$251.04 per year in rent.

The first examination on the condition of our land and, primarily, the creek bank is positive. The costs for stabilisation next year will be met, well within our means to handle it. The initial results as indicated from the preliminary examination of the holes drilled is that the land is in good shape and any potential problems can be rectified without excessive costs.

I am pleased to inform you that Dan Phelan has taken up the role as the advertising person for the Yearbook. Thank you Dan.

We had a most pleasant 25th anniversary salmon BBQ on Sunday, October 1st. It was very well attended. A fine time was had by all. Mary Neil, Jim Ganderton and all of the people who helped with this evening deserve a very big round of applause. The results are indicative of the hard work that goes into each occasion.

At the suggestion of Suzanne Ambers your board considered and passed a \$200 donation to the restoration project at Conover Cove on Wallace Island Marine Park. The club will be recognised on a list of donors for this

Farewell to a Past Commodore

Wayne Pearce died unexpectedly on Friday, October 7th, 2000 while in Ottawa visiting his daughter.

Wayne became one of the founding members of our club in 1976 and later served on the Finance Committee, the Planning Committee, and was the club's representative to the Council of B.C. Yacht Clubs. In 1988 he served a year as Commodore.

In his Folkboat, *PAMARKA*, Wayne

was a keen racer, and he participated in sailpasts until he sold his boat in 1992. He cruised extensively, and in 1987 he and Dick Pattinson sailed their boats as far north as Sullivan Bay.

History was one of Wayne's many interests and, through research and several trips to England, he documented the story of *HMS GANGES*, and how we came to adopt the ship's badge as our club crest.

Club members will sadly miss his wit and enthusiastic commitment to the Sailing Club.

Do you enjoy good food?

Have you enjoyed our club social functions? Have you made new friends at the Sailing Club?

If you answered "yes" to two or more of the above, then perhaps it's *your* turn to serve the club as Staff Captain for 2001!

You would sit on the Board of Directors and work with a group of dedicated volunteer colleagues. And you would be much appreciated.

Please phone Harold Brochmann at 537-5073 if you'd like to join the club executive team.

donation to the worthy cause of restoring the buildings at this well utilised marine park.

Unfortunately we have received a letter of resignation from Charles and Cathy Afford. Charlie and Cathy have moved off Salt Spring Island. They will be missed as they were a great help to the club. Charles did a lot of the restoration work on our Junior Sailing Program Lasers.

Please note on your calendars the upcoming Work Party on Saturday and Sunday, November 4 and 5. This is an opportunity to enjoy the company of your fellow members and to prepare the grounds and docks for the winter season.

—John Farquharson, *Commodore*

Wharfingering

Let me start by giving a great big thanks to all the members who so willingly volunteered for the daily wharfingering duty throughout the summer. When the final count is in we will have hosted close to three-hundred visitors, which is up from two-hundred and forty last year. Numerous visitors left notes of appreciation for the warm welcome they received and the moorage we provided. Thanks to all for a job well done.

A farewell to Charlie and Cathy Afford, and their boat *UPEPO*. They have moved from Salt Spring and thus have resigned their membership. *DALUA* has returned to the marina with new owners, Wendy Ann and Donald Shea, at the helm. Patricia and Robert Gibson have bought a new boat, a Hunter 37 *RED SKY*. Both are tied up on B dock.

Your club is again reviewing the reciprocal arrangements program we enjoy with other clubs. To assist us in our evaluation we are enclosing a questionnaire, which we feel is self-explanatory. While some of you have already completed one from its introduction at the last Special General Meeting, and distribution again at the October 1st barbecue, we feel it is imperative that the entire membership have the opportunity to respond. So, if you have not submitted your answers and/or comments, please take a few minutes now and return it to us ASAP and by no later than October 27th.

—Tom Locke, *Wharfingering*

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)



Tony McEwen and Derek Barrio proudly display the anniversary cake while Jennifer Barrio looks on (above). Dave Jardine 'plastered', and Jean Howell with salmon feast (right). Diners listening to the Commodore's anniversary speech (below)



It was a great party!

Thanks to all the members for making the Salmon Barbecue a huge success. The clubhouse was full. Flo and Jim Ganderton, June Mason, Jennie Barrio, Ruth and John Pankhurst, and Mike Byrne all did an outstanding job. Dick Pattinson, Jim Sinclair and Commodore John Farquharson gave us a brief background on our club. The 25th anniversary cake was cut by Jim Sinclair and Graham Meek. May our next twenty-five years be as successful as our first twenty-five years! Thanks again everyone!

—Mary Neil, *Staff Captain*



PHIL MASON PHOTOS

Home Waters

Ladies! Come out to join us for the first Home Waters get-together of this fall. We are delighted to have Colleen Shantz share her experiences in *Travelling North with Shaunsea*. This will also be your chance to share your worst (or best) experience on the waters this sailing season. All female members of the club are welcome, so plan to join us Tuesday, October 17th at 1900 hours for good company, tall tales, laughter, and even more. Refreshments will be provided. Hope to see you on the 17th!

—Joan Myers, *ROSE OF YORK*

On the waterfront

There have been no major or significant problems to deal with on the docks this summer. The wharfinger reporting system worked well in identifying a number of minor problems as they arose, and routine monitoring by the Foreshore Committee has kept a watchful eye on the system.

A sheathing of heavy 3/4 inch plywood was secured to the outside of the ferry dock ramp portion of F dock to seal off tar that was seeping through to the outside of the dock and fouling the fenders of visiting yachts.

Some problems were encountered with electrical circuits on A, C and F docks. In some cases these problems were traced to the simple fact that circuit breakers had not been properly reset, but in other cases problems arose due to faulty equipment (GFI outlet boxes) and damage or wear-and-tear to wiring installation. Necessary repairs

were carried out satisfactorily by McIntyre Electric. Additional outlets have been provided on A dock so that all involved can have their own outlet and not have to run their cords across the dock. Additional outlets have also been provided on the visitors' dock.

In accordance with a motion passed at the May 30th General Meeting the Foreshore Committee met to select a best option for the installation of finger floats on the west side of C dock. It was decided that the best and least expensive option was a proposal put forward by Phil Hume, which involves the club building new wooden floats on the club premises, rather than purchasing old or new floats from outside sources. Aside from significant cost savings, this option also follows in the club's tradition of 'self-help'.

Initial construction of the floats would be contracted out, whereby all wooden components would be cut to size and pre-assembled on the lower turn-around area. The club would then

complete the assembly of the fingers, install the final decking, and maneuver the finger floats into position and attach them to C dock. A pile-driving contractor would then drive piles at the end of each finger. Estimated cost of this option is \$27,150, including taxes.

At present, this project is on hold while we seek permits and approvals from various government authorities. However, once these approvals are received work will get underway as soon as possible, with our eye on the allowable window of 15 November to 15 February for driving piles, as specified by Fisheries and Oceans.

Lastly, please make a note of the Fall Work Party dates of 4th and 5th November. Those with basic building skills, please bring your tools to the club as we have quite a number of fixit jobs to do on the docks.

—Sam Sydneysmith, *Rear Commodore*

RACING NEWS

Captain Passage September 10th

Louis Renaud celebrated his 55th birthday by crewing on *DERYN MOR* but *MINKE* spoilt the party by beating them across the line and winning the Trophy on corrected time. The race was one of the typical stop-go affairs in fickle winds but all the boats finished in good time.

	Finish time	Boat name	Rating	Skipper	Corrected time	Points
1	12:51:00	<i>MINKE</i>	281	Tony Meek	2:06:31	100
2	12:52:16	<i>DERYN MOR</i>	228	Kevin Vine	2:16:10	89
3	12:56:10	<i>CHEEKY BUOY</i>	241	Tony Brogan	2:18:01	78
4	12:53:32	<i>LONE RANGER</i>	208	Fah Ambers	2:20:36	67
5	12:56:53	<i>NIGHT MOVES</i>	227	Terry Small	2:20:57	56
6	12:49:48	<i>OSCAR</i>	168	John Cameron	2:23:12	44
7	12:48:48	<i>ALACRITY</i>	129	Bob Jones	2:28:23	33
8	13:21:04	<i>NUMTIJAH</i>	246	Neil Buchan	2:42:07	22
9	13:32:07	<i>GWAIHIR</i>	262	Dick Pattinson	2:50:38	11

Interclub Challenge September 16–17th

It was our turn to host this annual competition between local clubs. In my absence Fah Ambers took over the organisation of this event and with a team of volunteers made the weekend a great success. Over the course of the weekend visitors were kept fed and watered (or other beverages) and there was also some time for sailing a three-race regatta.

Nanaimo Y.C. won the team trophy with our local lads a close second, however we can take some pride in the win as Nanaimo only arrived with two boats, it's a three boat team event, so Fah and *LONE RANGER* joined the visitors and helped them to their victory.

Individual Boat Scores

Boat	Team	Race 1	Race 2	Race 3	Total
<i>SCARLET</i>	Nanaimo	15.25	13	15.25	43.5
<i>DERYN MOR</i>	Saltspring	13	14	10	37
<i>VALKYRIE</i>	Nanaimo	10	11	14	35
<i>MINKE</i>	Saltspring	12	6	13	31
<i>HARD DRIVE</i>	Maple Bay	11	12	8	31
<i>RUBY</i>	Ladysmith	5	9	12	26
<i>CHEEKY BUOY</i>	Saltspring	7	15.25	2	24.25
<i>ELECTRA</i>	Long Harbour	6	7	11	24
<i>FOOTLOOSE</i>	Maple Bay	14	5	4	23
<i>HI OCTANE</i>	Ladysmith	3	10	9	22
<i>LONE RANGER</i>	Nanaimo	9	2	7	18
<i>WHISTLER</i>	Maple Bay	8	4	5	17
<i>OSCAR</i>	Long Harbour	2	8	6	16
<i>SPELLBINDER</i>	Ladysmith	4	3	3	10
<i>BEOWULF</i>	Long Harbour	1	1	1	3

No, John Cameron didn't skipper *OSCAR*, he loaned the grouch to the LHYA for the event.

No, Jim Ganderton didn't sail for Nanaimo, this was a sailboat of the same name

Thanks to Fah Ambers, for standing in for me, and to Tony Meek (trouble shooter extraordinaire), and all the Muffin Mommas who donated their creations, plus a whole bunch of others too numerous to mention who came forward to make this event a success.

A special word of thanks to GVM who generously donated bagged lunches for all the racers. Please support those who support us!

Montague Harbour September 24th

Even before the start the entrants feared the worst, winds were light and tides large, the return leg looked like a slow ride and for once the forecast was right. The race out of the harbour and across into Montague was a good sail with just enough wind to keep it interesting, the lead changing several times, once to Sphinx Island the wind died and the fleet stopped or even went backwards on the tide. Many quit, *DRAGON* anchored and did a bit of fishing—one nice sole, *FANDANGO* wriggled and jiggled and eventually got back out into Trincomali, a little wind, and enough forward progress to finish before the time limit. Three other boats followed at a respectful distance but only *DRAGON* managed to finish in the allotted time, *LONE RANGER* and *NIGHT MOVES* losing to the dying evening breeze.

	Finish time	Boat name	Rating	Skipper	Corrected time	Points
1	15:54:10	<i>FANDANGO</i>	138	Philip Grange/Art	5:21:03	100
2	18:03:56	<i>DRAGON</i>	224	Peter Drage	7:10:10	91
		9 Others				DNF

Single-handed Race October 1st

A dozen boats found conditions were a reversal of the previous race, a very slow start and then a little breeze to erase the memory of the drift to Batt Rock and make an interesting outing with a close result. This race is sailed without spinnakers, not *OSCAR*'s ideal configuration but John led from start to finish only to eventually lose to Tony Meek and *MINKE* on corrected time as the wind filled in behind the leaders on the water. John also took part in one of the more unusual manoeuvres seen this year on the water. Between U62 and Welbury Spar *DRAGON*'s skipper Pete Drage discovered he had left both food and drink back in the clubhouse, a radio call to *OSCAR* a couple of hundred yards ahead solved Pete's lunch problems. John quickly produced a plastic bag containing nachos and a can of beer. Once around the spar and crossing *DRAGON*'s path, John, on Pete's call, dropped the bag in the water. Pete, equipped as always with his fishing net, scooped the bag without missing a beat and enjoyed lunch on the way back to Batt Rock. Meals on keels?

Only four minutes separated the top four on corrected time.

	Finish time	Boat name	Rating	Skipper	Corrected time	Points
1	14:30:27	<i>MINKE</i>	281	Tony Meek	3:41:41	100
2	14:11:42	<i>OSCAR</i>	168	John Cameron	3:42:15	92
3	14:24:54	<i>CHEEKY BUOY</i>	241	Tony Brogan	3:43:54	83
4	14:23:30	<i>DRAGON</i>	224	Peter Drage	3:45:40	75
5	14:21:31	<i>ELECTRA</i>	144	Roger Kibble	3:55:52	67
6	14:27:17	<i>YEOMAN OF C</i>	132	Phil Hume	4:03:32	58
7	14:36:48	<i>LONE RANGER</i>	208	Fah Ambers	4:03:52	50
8	14:38:45	<i>ALMUCANTAR</i>	194	Hugh Greenwood	4:08:02	42
9	14:54:45	<i>NIGHT MOVES</i>	227	Terry Small	4:15:58	33
10	14:54:55	<i>NUMTIJAH</i>	246	Neil Buchan	4:15:58	25
11	15:02:15	<i>SLY FOX</i>	217	Bob Borbas	4:25:03	17
12	15:19:23	<i>GWAIHIR</i>	262	Dick Pattinson	4:37:54	8

Credits Corner

In addition to those mentioned above for the Interclub event, thanks to John Cameron for the spiffy new start/finish pins, and to Tony Meek, Kevin Vine, Dick Pattinson and Neil Buchan for helping to find and retrieve them when they went on a harbour tour.



PETE DRAGE PHOTO

Jack Sharp and friends...

launching Jack's latest project in the beginning of July. This beautifully finished boat is a 12'8" Herreshoff designed daysailer, strip-planked cedar and she can be either rowed or sailed with a sprit rig. Her name is WEE-LASS. Jack and Al Kirk (right) are in the water.

PLEASE MAKE SURE YOUR INFORMATION IN THE YEARBOOK IS CORRECT!

It's a great deal of work keeping the Yearbook database current with names, addresses, phone numbers and boat names. At the same time, it's very important that we get this information right.

So, please take a moment as soon as possible to check the last Yearbook and, if you have any changes, report them to our database manager, Jim Spencer, at 537-9910.

More racing

Season points to date with two races to go

Boat	Skipper	Spring/ Summer Series totals	Pender		Capt Pass	Monty Hbr	Single Handed	Total Points	Points 1 thrown
			#1	#2					
1 OSCAR	John Cameron	1215	100	75	44	9	92	1535	1526
2 DRAGON	Peter Drage	1040	75	63			91	1344	1344
3 LONE RANGER	Fah Ambers	921	63	38	67	9	50	1147	1138
4 CHEEKY BUOY	Tony Brogan	866	13	88	78	9	83	1136	1127
5 DERYN MOR	Kevin Vine	778	88	100	89	9		1063	1063
6 FANDANGO	Philip Grange/Art	746					100	846	846
7 NUMTIJAH	Neil Buchan	582	50	50	22		25	730	730
8 MINKE	Tony Meek	377	38	13	100		100	627	627
9 NIGHT MOVES	Terry Small	441			56	9	33	539	539
10 YEOMAN	Phil Hume	396					58	454	454

Team Results

Team	Captain	Spring	Summer	Pender1	Pender2	Capt Pass	Montague	S/Hand	Total
C	Kevin Vine	1002	1826	126	51	167	109	150	3431
A	Tony Brogan	803	1891	88	151	133	100	75	3241
B	John Cameron	781	1892	150	125	67	18	75	3108

Single-handed total

Boat	PHRF	Skipper	Spring	Summer Series and Pender		Capt Passage	Montague	Single Handed	Total
				1 & 2					
1 NUMTIJAH	246	Neil Buchan	288	711	22		33	1054	
2 ALMUCANTAR	185	Hugh Greenwood	181	79			42	302	
3 VALHALLA II	294	George Wachmann	67	106				173	
4 GWAIHIR	260	Dick Pattinson	42	9	11	10	8	80	
5 BALLATER	170	John Farquharson	57	20				77	

Coming Up

Sunday, October 15
Channel Isles #3

Sunday, October 29
Jack Langdon Trophy
(reverse handicap)

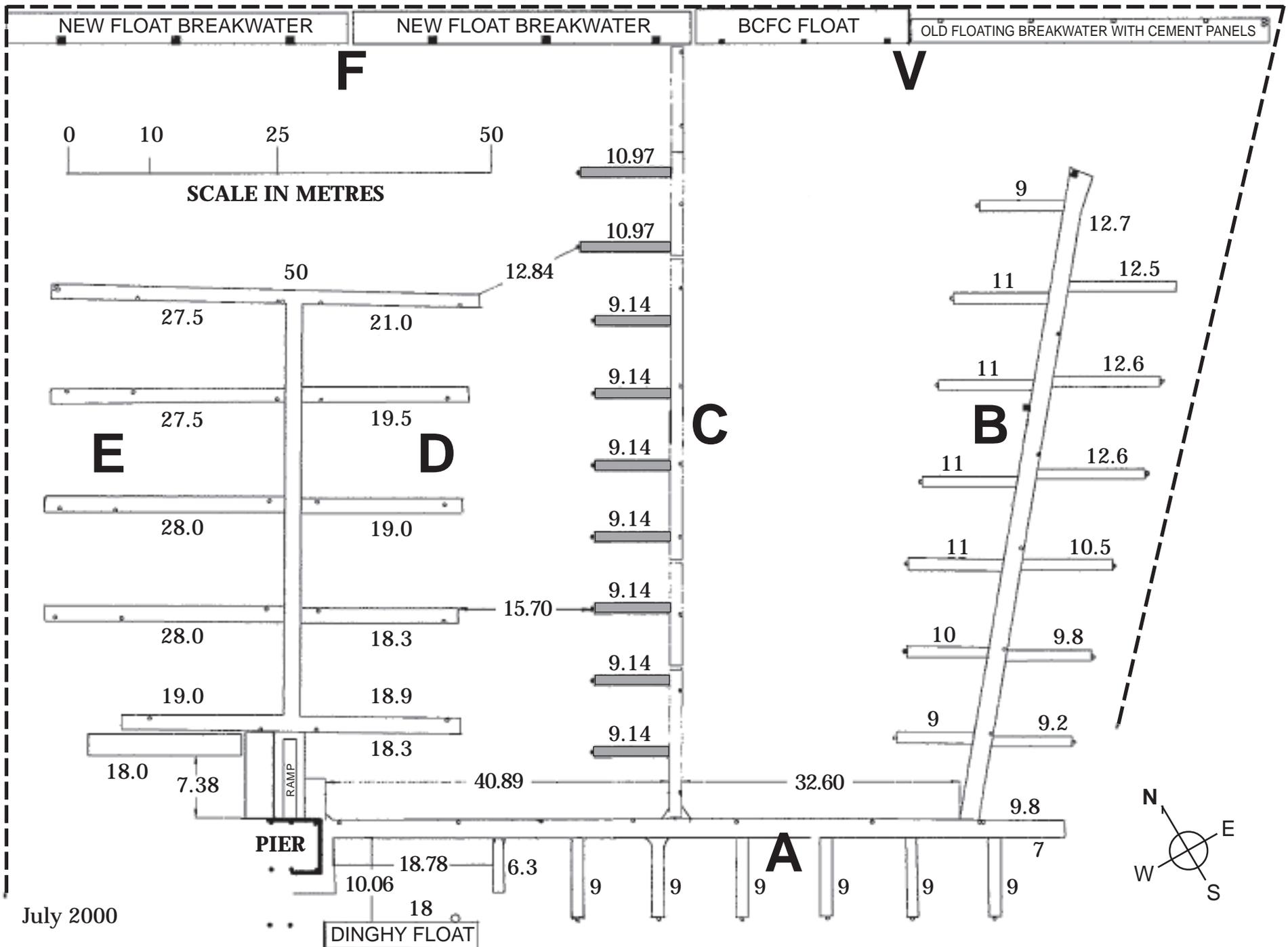
Sunday, November 5
Season's End Race

Awards night

Saturday, November 11th
at 1900 hours in the clubhouse

No charge for entry. There will be a bar and snack foods are supplied. No videos this year as the awards take up most of the night, especially the highly prized 'Broken Tiller Award'. For those not familiar with this trophy, it is awarded to the skipper who has pulled off the biggest boo boo of the year. This boo boo must be described in full with at least some nod to the truth and summed up by one word ending in 'ing', i.e. sinking. The format is, last year's winner will nominate a prospective recipient who will have to defend him/herself, preferably factually, but this is not absolutely necessary. The defender then nominates another skipper (or the same one for a different offence) and so on until a worthy winner is acclaimed by all skippers present.

SALTSPRING ISLAND SAILING CLUB showing proposed C-dock fingers (in gray)



July 2000

The last of cruising 2000

Well, it has been a wonderful summer filled with some great times on the water with the cruisers. The last of the cruises for the year was The Ocean Sciences Tour, and it was one of the best, which brought out new members and new cruisers alike. The cruise started with an excellent sailing day with good winds to Tod Inlet and a tranquil day followed by a scenic sunset happy hour on deck on the VALKYRIE. The next day we all boarded BRAS D'OR and VALKYRIE and cruised to the Ocean Sciences Institute at Pat Bay where we had a wonderful tour and a unique chance to have an intimate briefing by the operational crew of the deep diving submersible, which had just returned from the briny deep doing research on the famous 'chimneys' of the Pacific. The day was topped off with tours of Finlayson Arm and Butchart Gardens and a group BBQ ashore. The planned stop at Portland was, for some, replaced with an overnight stay at a not often considered destination—Retreat Cove—which proved to provide exceptional docking and anchorage, complete with sandstone caves.

The tour of the Institute was so well received that we are starting to plan a return engagement for a detailed tour of the nautical chart centre sometime this winter.

The annual Salmon BBQ at the clubhouse was, purely and simply, a huge success. This event has become one of the club's best attended and this year was no exception—we had 101 participants, and we had room for them all. The credits for this record event certainly go to Mary and her team, and to Flo for her 'to-kill-for' salmon BBQ sauce, as well as to Harold for his BBQing skills. It was a party to remember!

—Jim Ganderton
Fleet Captain,
Cruising

Retreat Cove on
Galiano Island



BBQ at Tod Inlet (left to right), Christine Locke, Susan Paynter, Tom Locke, Jim Ganderton and Margaret Barrand

From the tour of the Institute of Ocean Sciences (left to right): Susan Paynter, Tony Burridge, Christine and Tom Locke, Heather and Colin Lawler, Institute of Ocean Sciences guide, Flo Ganderton, Margaret Barrand, Betty Rothwell, Alex Houston, Fluvio Limongelli, and Doc Paynter



Happy hour on VALKYRIE: Fluvio Limongelli, Colin Lawler, Susan Paynter, Heather Lawler, Christine Locke, and Betty Rothwell

In early September, Fleet Captain Racing, Pete Drage, forsook the race course and with Ping went on their first extended cruise. Destination Desolation Sound.

Here is an excerpt from their log

September 13th, Wednesday. Winds light SE, sunny, warm.

1000 HRS left Roscoe Bay, motored to Church Point where Ping caught a nice Ling. Set sail across to Pendrell Sound.

1310 Just entered the Sound when we heard a whale blow in Waddington Channel behind us, saw it briefly on the surface. A few minutes later the whale showed again on the west side of the Sound 250 yds. off our starboard quarter.

For the next 1.5 hours we observed this animal from 200 yds. away while just ghosting along under sail. We noted a small dorsal fin, sharply concave, decorated with barnacles on the trailing edge, a dark grey body with white patches, the estimated over all length was 30 ft. The whale would take several quick breaths, 3-8 at a time, and then dive deep, sometimes showing the flukes (tail).

1430 The whale is now somewhat closer although we have made no attempt to lessen the distance. It surfaces off our starboard beam some 100 ft. away, dives and then resurfaces no more than 30 ft. off our port quarter (making me jump). It then goes through the routine of the quick breaths, 4 or 5 in the space of a minute, while swimming parallel to our course maintaining the 30 ft. separation but travelling faster than us, then, off our starboard bow about 100 ft., it went deep again.

There is no way to express our feelings at that moment, it was magical. Even now, transcribing the log I get a tingle down my spine. I had the distinct impression that we, the observers, were being observed, checked out if you will. We never felt threatened, only awestruck. Estimates of size now went to 40 ft. but this was probably just our 'astoundment'. We see no more blows for a while and as the wind fills in we reach on up the Sound occasionally hearing the whale astern.

1700 Anchored behind the island near the drying lagoon on the Sound's west shore. We relate our story to our only neighbours whom at 1730 call across to tell us the whale is now across the sound from our resting place. We continue to observe the whale, while eating the ling, taking the opportunity to time the dives. Each dive lasts 4 mins. 30 secs. almost exactly. The depth in the Sound in this area ranges from 500-1000 ft.

2040 Wind calm. The light has almost gone; the washboards are in to deter the odd mosquito. We hear our friend, for that is how we now regard him (her?) blow once more.

2050 All is quiet. Does the whale lie out there on the surface until morning? I wonder.



PETE DRAGE PHOTO

We were so caught up in watching the whale we forgot the camera until the final moments, just catching the final deep dive

2245 A glorious full moon. Ping reads, I hover in that space between sleep and wakefulness, in the distance our friend exhales.

Subsequent research points to the whale being a Minke. The 30 ft. length is correct, also the dorsal shape; interestingly they are noted for their curiosity, sometimes approaching very close to vessels. *DRAGON* is 27 ft. long and the bottom is black—do we look like a whale from below? Minke whales of this length would weigh around 20,000 lbs. The diet is small crustaceans and fish. The next day, retracing our route, we saw the whale again. It travelled underwater, presumably at great depth, from one shore to the other, 0.75 miles, in 4 minutes. That's 12 m.p.h.

What an incredible animal!

—Ping and Pete Drage, *DRAGON*

Cruising destinations

By Jean Howell, *AQUARIUS*

If you've never been to Schooner Cove, north of Nanoose Bay, a reciprocal, it's an experience to be sought! After navigating either the Balenas Islands or the Winchelsea Island torpedo testing range, one enters the narrow but deep area past the breakwater, and into C or D dock for visitors. Ashore is a groomed property which includes a hotel, conference rooms, cold beer and wine store, café, pub-restaurant, laundromat, year-round SWIMMING POOL (heated to 86°F) and hot tub (heated to 104°F); the shower/change rooms were super clean; there's also an exercise-equipment room. The first night was gratis plus electricity; the second night was \$1 per foot.

On our second day—the forecast was grim and we needed to be coddled—we were delighted to find the free shuttle to and from a local, good supermarket. The same shuttle could also drop and fetch golfers at the beautiful Fairwinds golfcourse. The local area is being developed as a sumptuous but non-gated retirement community. Nearby are many walking or biking trails and a mini-mountain to be climbed. The Schooner Cove Marina makes for a very comfortable moorage.

Before or after going to Schooner Cove, there's another must see area—Jedediah Island Marine Park—approximately twelve miles from Schooner Cove. There are ten plus stern ties at Deep Bay, much more space than we expected. It's a beautiful island where the presence of visitors hasn't become too apparent as yet. We will be returning to traverse the many trails, peninsulas and look-outs. An elderly horse named Will, who loves apples, can be found near the orchard—he's now a ward of the province as part of the acquisition of Jedediah Island. Also, about three dozen goats reside there.

We enjoyed both the amenities of Schooner Cove and the natural ambience of Jedediah Island—they're both so people friendly! Maybe...other members have met with similar destinations...which experiences could be shared?

For sale

Regrettably, I will not be competing in the Whitbread Round World Race this year, so I have for sale, at half price, new Henri Lloyd foul weather gear, consisting of ocean racer flotation jacket, maxi trousers, XL yellow. Please call Charles Sutcliffe at 537-2958.