



SALT SPRING ISLAND SAILING CLUB

TellTales

VOLUME 19 • NUMBER 7 • SEPTEMBER 2000



JOHN CAMERON PHOTO

The club saw much junior activity this summer as four two-week courses—three White Sail I, II, III, and one Bronze IV, V—were completed.

A beautiful evening for the Coast Guard flare demonstration on 31st May



JIM SPENCER PHOTO

Commodore's report

I hope all of you have had an enjoyable July and August as the weather, which started out a little damp, blossomed into a very nice long period of good weather. For the sailors in the crowd, the winds were also there to keep the sails full. Let us hope this weather continues for at least another few weeks.

Since my last report there has been quite a bit of activity carried out by your Executive and other members of the club.

We placed the speed control buoy in position in mid-channel between Deadman Island and Walter Spit on June 23, 2000. Along with this placement, the three marinas, Centennial, ...Continued on page 2



JIM SPENCER PHOTO

Pete McKenzie and Ross Walker installing the speed buoy

SPECIAL GENERAL MEETING

Tuesday, 26th September, 2000
at 1930 h in the clubhouse

AGENDA

1. Call to order at 1930 hrs
2. Approval of minutes of the General Meeting held 30th May, 2000
3. Report of officers
4. Unfinished business
 - 4.1 Report on erosion and stabilisation of creek bank
5. New business
 - 5.1 Vote on motion to institute a late payment of club dues and fees penalty of 2% of moneys due to a maximum of \$50
6. Adjournment

The Salmon BBQ —and more!

Come celebrate the 25th Anniversary of our club!

Sunday, 1st October at 1800 hours
at the clubhouse

The Salmon BBQ will top off a successful cruising season with a celebration, the 25th Anniversary of our club. Don't forget that the salmon, caught by Ed Shaske, will have Flo's 'to-die-for' sauce cooked over cedar by Jim and Harold and served by Mary's team of experts.

The Salmon BBQ has become one of the club's favourite activities and one of the best attended events. The cost has remained the same (no inflation) at \$7.00 per person plus a no-host wine bar. This year, because of the 25th Anniversary, things will be a bit different. We'll have a meet-and-greet (a mix-it-up-social evening) at 1800 h followed by the BBQ at 1900 h.

Be sure to come early to exchange all the sea stories of the summer before the BBQ!

—Jim Ganderton
Fleet Captain, Cruising

COMING EVENTS

Tuesday Sept 26	SPECIAL GENERAL MEETING <i>at 1930 hours</i>
Sunday Oct 1	SALMON BBQ <i>at 1800 hours</i>

Deadline for the next TellTales is 6th October

Ganges and Salt Spring were requested to post notices prepared by us to advise boaters of the speed limit in Ganges Harbour. Centennial and Ganges have posted the notice, however Salt Spring Marina declined to do so as the manager does not agree with the speed limit. While the size of the speed buoy is not large, the fact that it is there and the fact that official publications and charts will indicate the position and speed restriction has and will continue to educate the boating public. To significantly increase the size of the speed buoy would be beyond that which we could afford and there is the possibility a very large buoy would not be allowed. There are two petitions circulating in Ganges on the speed issue, one to expand the speed control area and one to make it smaller. Education of the boating public is key to a sustained reduction in the wash problem.

Correspondence was sent out to the six governmental stakeholders at the end of July requesting permission to proceed with the construction and installation of the nine new moorage fingers. Correspondence and consultation continues with our water lot lease landlord, British Columbia Assets and Land Corporation, regarding our lease and revision of our rental charges. We are awaiting their respective responses.

Our junior sailing program under the guidance of Martin Hoogerdyk, your Fleet Captain Dinghy, has completed another successful season with a full complement of happy students.

Jim Ganderton, your Fleet Captain Cruising, has led four excellent, informative and interesting cruises which were well attended and very much enjoyed by many members.

Paul Kusch refurbished the outdoor telephone ringer for us at the beginning of July, and Jim Spencer has continued his great work of maintaining the lighting system on our floats. Our thanks to both Paul and Jim.

The many duty Wharfingers have maintained our reputation of hospitality to reciprocal clubs throughout the summer boating season. On that subject, your Board will be creating a sub-committee under the guidance of Tom Locke our Wharfinger to review our reciprocal list of the many yacht clubs we associate with. Comments you may have, both pro and con, regarding any of the clubs you have visited or wish to visit are welcomed and desired by Tom's committee. Please forward them to Tom.

The next General Meeting on Tuesday, September 26th at 1930 hours will

Elections 2000

Club elections will be held at the Annual General Meeting in November. Members are advised that anyone interested in contributing to the club as a member of the Executive should contact the nominations committee chair, Harold Brochmann at 537-5073.

Volunteer now and avoid the rush!

—Harold Brochmann

Past Commodore

be a Special General Meeting in order to consider and vote on the late payment penalty of club fees that your Executive Board was asked to consider imposing at the Annual General Meeting on November 23, 1999. The penalty suggested by the Board is 10% of the outstanding fee to a maximum of \$50. There will also be reports from the members of your Executive as well as updates on the status of our application for the new moorage fingers and on the condition and cure for the creek bank slippage problem. I hope to see as many of you there as possible.

Unfortunately there was a minor break-in on Wednesday/Thursday night, July 12, 2000. Two gas tanks from the club safety and work boats were stolen. They were later found by Chris Rieder in the ditch on Charlesworth Road and returned. Modifications to our gate area is underway to prevent this from happening again.

We are looking for a person to work with Nigel Denyer and Per Rasmussen on the Yearbook. The individual will be responsible for the gathering of advertisement copy from the businesses who contribute to our Yearbook. Most, if not all, of the advertising is repeat business but each individual business has to be visited at least once a year in order to clarify the advertisement and maintain friendly contact. It is an opportunity to meet the many business people who support our sailing club. If any of our members are interested in this role we will be pleased to hear from you.

—John Farquharson, *Commodore*

Wharfingering

Moorage space needed for racers!

On Friday–Sunday, September 15–17, it is our club's turn to host the Inter Club Challenge races. Up to 20 boats from other clubs are expected, and will require accommodation at our facilities. Since we will be short of moorage, if you plan to be away cruising that weekend and we can use your space, I would appreciate a note in my box or a phone call at 653-9720.

A welcome to Allan and Lena Hoban who now moor their 25' power boat *CHIRIPA* at D5.

George and Daniele Manners have sold their sailboat *DALUA* and have purchased a Bayfield 32, *SILVERWIND*. She may be admired at slip B10. *DALUA* was sold to members Donald and Wendy Shea, and she is temporarily moored at Fulford, waiting for suitable space at the club.

Since our last report, the following boats have been sold and have subsequently sailed away to new owners: C. and E. Boekwyt, *SUILVEN*; J. Calder and C. Rieder, *GREENSLEEVES*, and K. and R. Toby, *IDLE HOURS*.

—Tom Locke, *Wharfinger*

Volunteer muffin makers needed!

On Sunday morning, September 17, our club will be hosting breakfast for a group of visiting boats taking part in the Inter Club Challenge. If you could bake one dozen of your favourite muffins as a contribution please contact Suzanne Ambers at 537-0753, pre-baked and frozen will be fine!

—Pete Drage, *Fleet Captain Racing*

Visit our club website at

www.islandsails.com/sailingclub... read **TellTales** in glorious colour online!

TellTales is published ten times a year by the Salt Spring Island Sailing Club

152 Douglas Road, Salt Spring Island, B.C. V8K 2J2

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Editing/production by Per and Lynetta Rasmussen (537-4796 or pras@saltspring.com)

House and grounds report

Was that a short summer or what?? Only a couple of weeks of it remain and already chilly autumn-like days are upon us. Perhaps it's a reminder that it will soon be time to return to our usual routines. For your Executive, September is particularly busy, with a Board Meeting and a Special General Meeting to plan. Special General Meetings, as you know, are very important for you to attend, as it's here you will be given the opportunity to decide on matters that will affect your bottom line. At several General Meetings this past year a bare quorum turned out, and of that small number, some twenty-odd members, gave your Executive the power to increase some fees that you may or may not have agreed with. It's in your interest to attend all club meetings and especially the Special General Meetings where money matters are decided by majority vote. You must have your say if the club is to continue to be a vital, lively organization. Please attend and make your voice count. It's the last Tuesday of September, as noted elsewhere in this issue.

In June, we had a special work party to complete a few of the items from the Job Jar and it turned out to be a very productive party indeed. Les Price organised a crew who turned out with their weed-eaters and mowers and over a period of several days managed to give the lawns and hillsides a good shearing. (We were between gardeners at the time.) So we owe a huge thank-you to Doc Paynter, Lorne Shantz, John Pankhurst and John Gibbs—and to Les of course—for their hard work with particular thanks to Les for putting it all together. Gail Meyer also responded to the call and offered to scrape and paint the hand rails adjacent to the clubhouse door. One day to scrape and one to paint, and it looks great Gail! Another offer of help came from Rob Denny, whose carpentry skills were probably under-utilised when he took on the task of repairing the basement doorway which had suffered outrageous misfortune during the basement renovations the previous year. He managed to scarf in bits of wood here and there, then sanded and painted it all to match the rest of the door. Further, he re-glazed the cabinet door, and built us a neat little shelf

under the TV for our VCR. Another annoying little chore was the ladies' shower room door which was scraping the paint off the floor every time it was opened. Rob took the door off and planed it down so that it doesn't scrape the floor any more. This is the kind of participation in the maintenance of the club that helps keep your fees down, and makes this self-help club work. My thanks to you all.

You may have noticed we now have a handy little facility for testing your outboard motor before lugging it all the way down the docks. Dave Stone saw the need and arranged for the purchase and installation of this barrel. If you have occasion to use it, please make sure it's left clean for the next user. Thank Dave yourself when you see him.

If you see any other maintenance jobs that might fit into the Job Jar for the October Work Party, please let me know. Or just do it!

—Irene Gibbs
Vice Commodore



Junior sailing courses were much enjoyed by all the participants this summer

To the Editor

Last November whilst, touring around in the US, I received a call from my daughter in Vancouver telling me not to panic but that my boat *CALLALOO* was sinking!

Well, that got my attention as this was a 'first' for me. As it turned out, it was very fortunate that *CALLALOO* was moored at the Saltspring Island Sailing Club and that the members make a point of watching out for each other's boats. In this case it was noticed that *CALLALOO* was floating low in the water and wallowing in the washes of passing boats. Thanks to quick thinking on the part of certain members, a key to the main hatch was obtained and when opened up it revealed about 18" of water above the cabin sole.

At this point the club's high capacity suction pump was put into service and the boat was pumped dry. The source of the leak was not immediately apparent but on the following day it was located in the engine's saltwater cooling hose at the point where it connects to the water pump. The seacock was then closed and the boat remained dry thereafter.

Upon my return, the boat was taken to Sidney where it was hauled, cleaned up, and necessary repairs carried out. As a matter of interest, the cause of the leak was my compliance with the recommended practice of fitting two hose clamps on all flexible pipe connections below the waterline. However, in this case the pipe nipple on the pump inlet was not long enough to accommodate two clamps, and when I periodically took up the slack in all the clamps on board, the outer one on the pump merely bit into the hose until it fractured it. The solution to this problem is, I guess, to use very narrow clamps or only one, not two regular-sized ones as recommended!

I would like to thank the many fellow members of the Sailing Club who helped to keep *CALLALOO* from sinking, and in particular John Sellar and John Farquharson, who's efforts were above and beyond the call of duty.

—John Catley, *CALLALOO*

Housekeeping

Summer is almost over and it's time to *clean out the fridge* in the clubhouse. If anyone has anything in the fridge that should remain, please put your name on the item. Otherwise it will be discarded when I clean out the fridge. Thank you.

—Mary Neil, Staff Captain

The cruising summer

Well the summer is almost over. But the cruising is not yet over. We have one of the best cruises yet to go—the Ocean Sciences Tour—so join in on the last cruise.

The summer cruises have been ... what's the best expression ... simply *fantastic!* This year the weather co-operated wonderfully with most of the cruises taking place in brilliant sun. From The Theatre Tour in June to The Adopt-A-Racer Cruise, also in June, to The Sights and Sounds Tour to Victoria and The Gunkholing Tour, both in August, the summer has been full of fun and excitement, camaraderie and learning of new destinations, helpful tips, and techniques.

The Theatre Tour and The Sound of Music were extremely well attended and enjoyed by some 14 members, and the wind and water through Dodd Narrows provided unexpected excitement. The Adopt-a-Racer Cruise was a blast! The BBQ at the MBYC was simply wonderful with some 32 members joining in ... and to observe the thrashing that the Cruisers gave the Racers at the first annual Petanque Challenge (not to mention the women's team thrashing the men's). The tour of the Cherry Point Winery is an opportunity not to be missed in the future. Helena, the owner, gave us a tour which turned us all into vintners. A true delight! The Sights and Sounds Tour to the RVYC, and Victoria following the BBQ on Sidney Spit, saw the members enjoy a couple of days in sunny Victoria at the theatre, and shopping. The Gunkholing Tour of last week was an equal success ... with the winds providing excitement once again ... followed by a great day at the Pender Island Fall Fair. The cruise was topped off with the racers providing a wonderful array of salads and veggies for the BBQ at Otter Bay where the second of the bi-annual Petanque Racers/Cruisers challenge match was called on account of approaching darkness, when the score was 11 to 1 for the Cruisers.

The Ocean Sciences Tour, next week, is the last of the Cruises for 2000. Like the others, it is a 'not-to-be-missed-event' and, like some of the other cruises, I need your reservations in advance so that we can tell the Institute how many we can expect and how many moorage spots we need at Pat Bay. So please, use the sign up sheet at the club, or call me (537-1345). But, as the planning has permitted in the past cruises, we can usually accommodate a few latecomers.

Don't forget the Salmon BBQ on Sunday, 1st October (*not 30th September as it says in the Yearbook*), when we will celebrate the club's 25th anniversary.

—Jim Ganderton
Fleet Captain, Cruising



JIM GANDERTON PHOTO

*The first of two successful racer and cruiser BBQs
—this one at Maple Bay Yacht Club*



GEORGE WACHMANN PHOTO

Players being briefed before the start of the first annual Petanque Challenge



JIM GANDERTON PHOTO

*Happy Hour at Wallace Island, following the 'Tall Tales' presentation
by Ellen den Holder of B.C. Parks (at the head of the table)*

RACING NEWS

Since the last edition of TellTales, 18 races have been held!

Jack and Jill

The rules state one female and one male per boat and no spinnakers to be flown. Ten pairs entered and *DRAGON* garnered first place and also line honours, the first, and probably last, time we will ever beat *OSCAR* across the line to win a race.

Maple Bay #1 and #2

A splendid race to Maple Bay—yes *DRAGON* was the winner again on corrected time—followed by a BBQ at the Maple Bay Yacht Club. Jim Ganderton's cruisers adopted the racers, providing veggies and salads to complement the sides of beef the racers threw on the BBQ. The cruisers bonhomie disappeared once the challenge Petanque match started and they quickly annihilated the inexperienced racers. Of course Jim was playing with his own balls.

The Sunday race back home started well enough but once in front of Fulford, the doldrums set in. *CHEEKY BUOY* was the only boat to wriggle through the calms, but his valiant effort to finish failed with Tony a bare 100 metres from the finish line at the time limit, so the short course times counted. Tony took the Trophy for the lowest time over the two days.

Night Race

Seven boats turned out for this race which, for a change, actually had a decent breeze for most of the course; it only died half way back down the harbour making the finish a bit of a struggle. Nevertheless it was a beautiful evening with a warm wind and an enormous moon that threw enough light to make flashlights almost unnecessary. *OSCAR* won, followed by *DERYN MOR* and *LONE RANGER*.

Summer Evening Series

Attendance was a little disappointing for this around-the-buoys series but those who did participate enjoyed some fine sailing. The two Martins, *OSCAR* and *FANDANGO*, dominated every race they attended, rarely finishing out of the first two; only *DERYN MOR* and *DRAGON* managing to register a first place when the big two were elsewhere. Trophy winner was *OSCAR*, second *FANDANGO*, and third *DRAGON*.

Top right: OSCAR seen from DRAGON and (right), WINGS seen from OSCAR during recent Night Race

Pender #1 and #2

The second of the club's combined race cruise events used Otter Bay for this year's venue. The cruisers arrived in the middle of the Gunkholing Cruise, the racers after a day's sailing made interesting by big tides and mostly good winds. First day winner was *OSCAR*, second *DERYN MOR*, third *DRAGON*.

This time the racers played host, supplying the salads, veggies. Wendy Vine smuggled a birthday cake down for husband Kevin's 50th birthday; what better way to spend a birthday! Once again all benevolence disappeared at the return Petanque match, the cruisers badly mauled the racers having waited until a surfeit of BBQ, cake and beverages had dulled their senses. Just wait until next year!

The race back home on the Sunday was enlivened by brisk winds for the early stages and John Cameron's antics sailing a very extended course both at U51 and Welbury Spar. The wind died in Captain Passage and the tide began to flood just after *DERYN MOR* got through leaving the rest of the fleet struggling to maintain any headway. Eventually the wind filled in again and racers had a nice spinnaker run from Batt Rock around Welbury Spar and home. Kevin easily won with enough of a margin to take the Trophy for combined elapsed time. *OSCAR* second, *DRAGON* third.

—Pete Drage
Fleet Captain Racing

Upcoming events

Sunday September 10

Captain Passage Race - 9.5 NM
1000 h start

Saturday September 16 and 17

Inter Club Challenge, venue SISC.
Volunteers are needed to run this event. Please contact Fah Ambers

Sunday September 24

Montague Harbour Race - 14.4 NM
1000 h start

Sunday October 1

Single Handed Race - 9.5 NM
1000 h start. We will be back in time for the salmon BBQ



PETE DRAGE PHOTO



JOHN CAMERON PHOTO

Coast Guard Auxiliary—*we need crew!*

The Canadian Coast Guard Auxiliary provides organised, trained, voluntary marine search and rescue support to the Canadian Coast Guard. We also promote boating safety.

The Gulf Islands has a combined group of volunteers, known as Auxiliary #25 within Canada. Within Unit #25 we have teams on Salt Spring, Pender and Galiano. Fund raising is done through the Gulf Islands Marine Rescue Society.

Here on Salt Spring our group is charged with operating the high speed response boat known as the *GANGES-ONE*, which you have seen passing the

club at well over the speed limit (only enroute to emergency calls). To do this, we have to provide three trained crew on call 24 hrs. The boat crew responds with the *SKUA* to the 'Mayday' or 'Pan Pan' calls relayed from the Rescue Co-ordination Centre in Esquimalt—and off we all go to the 'scene'.

With the help of the crew at the Ganges Coast Guard Base, and others who instruct us, we run our own training courses: everything from boat operation to search techniques, beach landings to towing, radar to GPS navigation, first-aid to collision regulations.

On the boating safety side, some members learn to perform courtesy examinations and advise skippers of mandatory and recommended equipment for their size of vessel.

For anyone who enjoys the water, and would like to share their knowledge and experience by helping with rescue and safety, we have room for more members to share the load. Also, managers and fund raisers would be as welcome as boat's crew.

If you'd like more information, call Philip Grange (537-5066) or Ross McLeod (537-9141).

More racing news

Top 10 total points to date

Totals may not appear correct due to rounding up or down. One throw out in the Spring and two throw outs in the Summer are factored in. Pender #1 and #2 are in the Fall Series where one throw out is allowed. Not all summer races are shown in this table in order to keep it to a decent size.

	Boat	Skipper	Spring Series	June Series	July Series	Night Race	Aug. Series	Pen #1	Pen #2	Total Points
1	<i>OSCAR</i>	John Cameron	651	88	100	100	50	100	75	1390
2	<i>DRAGON</i>	Peter Drage	512	75	56	14	100	75	63	1178
3	<i>LONE RANGER</i>	Fah Ambers	510	63	67	71	88	63	38	1021
4	<i>CHEEKY BUOY</i>	Tony Brogan	396	50	89	57	63	13	88	966
5	<i>DERYN MOR</i>	Kevin Vine	625		33	86	25	88	100	965
6	<i>FANDANGO</i>	Philip Grange/Art	493	100	78		75			746
7	<i>NUMTIJAH</i>	Neil Buchan	289	38	44	14	38	50	50	682
8	<i>NIGHT MOVES</i>	Terry Small	324							441
9	<i>MINKE</i>	Tony Meek	367					38	13	427
10	<i>SLY FOX</i>	Bob Borbas	296							396
11	<i>YEOMAN OF C</i>	Phil Hume	352							396

White Sails Trophy to date

	Boat	PHRF	Skipper	Spring	Aug #1	Aug #2	Night Race	Aug #3	Aug #4	Pend #1	Pend #2	Aug #5	Total
1	<i>NUMTIJAH</i>	246	Neil Buchan	288	60	33	14	33	17	50	50	25	949
2	<i>ALMUCANTAR</i>	185	Hugh Greenwood	181									260
3	<i>VALHALLA II</i>	294	George Wachmann	67	20					13	13	13	160

Team Results to date

	Skipper	Spring	Aug #1	Aug #2	Night Race	Aug #3	Aug #4	Pend #1	Pend #2	Aug #5	Total
C	Kevin Vine	1002	40	167	85	150	150	126	51	175	3005
B	John Cameron	781	60	50	114	133	117	150	125	25	2948
A	Tony Brogan	803	120	133	71	50	83	88	151	100	2933

SLY FOX, NIGHT MOVES and LONE RANGER —as seen from *DRAGON*



PETE DRAGE PHOTOS

Sailing around Vancouver Island: Part 2

Port Hardy North

By Dick Pattinson, *GWAHIR*

Port Hardy is the last chance to replenish your fuel and other supplies until you arrive at Winter Harbour, at least two or more days later depending on the weather and your inclination to enjoy poking around. I usually get my supplies at the grocery store near the Seagate Hotel. They will drive you down to the boat basin with a reasonable purchase. The boat basin is the place to stay. You have a choice of the government (municipal) floats or a marina. The latter's floats are quite decrepit but the other floats are usually taken up by fishing vessels. Of course you can tie up alongside a fishboat without any trouble. The Marina does have marine supplies and more important ... showers, which you have to pay for whether you stay there or not. Fuel supplies can be obtained at the marina, or from a barge located at the entrance to the boat basin. I use the latter. Fishing in the harbour or at the entrance is sometimes quite good.

On leaving Port Hardy one travels up Goletas Channel. The run to Bull Harbour is only 24 nautical miles. There is a place off to the side in Christie Pass called God's Pocket where meals are served. It is on Hurst Island. A bit farther on, if the weather should turn bad, one can anchor in Port Alexander on Nigei Island. Further along there is an interesting site although there is nothing to see. It is Loquilla Cove where one of the early explorers came upon a deserted Indian village where he buried something under a big tree on the shore. Someone in the Provincial Museum, reading his diary in recent years, went there and found the object.

At the end of Nigei Island, Bates Pass flows into Goletas Channel. This is the spot to get out your trolling gear and try for a salmon. Up Bates Pass on Hope Island is an abandoned Indian village. The beach in front of the village is composed of small smooth stones where the Orcas beach themselves to scratch off any unwanted growths they may have. The only other place where this is done is at Robson Bight in Johnstone Strait. The village may be worth looking at. Next stop is Bull Harbour.

There is an interesting petroglyph at Cape Sutil which is on Vancouver Island out past Nahwitti Bar or the

Tatnall Reefs. There is a bay to the east of the cape where there is a good anchorage. The petroglyph is right at the point on a large boulder. There was a report that there are several petroglyphs around the area but I have only

seen one. Some travellers, to avoid Nahwitti Bar do go around it by traversing through Tatnall Reefs with one eye on the sounder and the other on the chart, or on the GPS waypoints.

Continued next month.



Dick Pattinson and Harold Brochmann on GWAHIR, ready to cast off

Around Vancouver Island: the mate's view

Some notes by Harold Brochmann

Weeping wives and well wishers were gathered at SSISC's dock on July 1st to see Dick Pattinson and myself off on *GWAHIR*, and Dick's 11th voyage around Vancouver Island.

GWAHIR—the name is taken from Tolkien's *Lord of the Rings*—is a Gramplan 26; well designed and strongly built. The Yanmar 2GM diesel engine is usually run at 2400 rpm, driving *GWAHIR* at 5 kn (knots). 29 revolutions of the engine are required to drive *GWAHIR* forward one metre. We anticipated a 700 nm (nautical mile) voyage, so each of Yanmar's two cylinders will be called upon to fire some 33 million times over the next month.

That night we pull into Schooner Cove where we are well received by the new management. Over the next several days we are to make use of their hospitality to a greater extent than intended.

Next morning, Yanmar, instead of responding in her usually enthusiastic manner to the starting motor's call, squirted water out the air intake, and refused to go. Being unusually perceptive, Dick and I realise that this situation called for consultation with a professional. But today is Sunday, and it is the July long weekend to boot, so

this may have to wait. As luck would have it, we managed to contact the proprietor of a local diesel mechanic shop in Parksville who agrees to come right over and see what he can do—at \$60 per hour. Plus parts and tax, of course.

Al turns out to be a student of European history. He is particularly interested in, and conversant with, the events in Europe in the late thirties and early forties. In the course of that afternoon Yanmar is almost completely dismantled and Dick and I learn more than we would ever want to know about the events of WWII. In deference to my background, the dissertation is focused on the occupation of Norway.

At the end of it all Al announces that, "This engine will not be working for several days." Judging by the number of parts scattered around *GWAHIR*'s cockpit, this does not come as a surprise. Then Al announces that it's time for a beer, and we retreat to Schooner Cove's pub for a lecture on different styles of naval cannons. Seems that the British ones took longer to manufacture and fired powder and shells as separate components, while the German ones used cartridges. The lecture then went on to detail the implications of these technical features for the contest between the *BISMARCK* and the *HOOD*.

The next day we waited impatiently to hear good news from Al. Instead we

were rewarded with a visit for the purpose of removing a few more pieces of Yanmar amid much speculation as where the water had come from. At the same time we heard an extensive dissertation on the virtues of various types of diesel engine designs and manufacturers. Petter, Yanmar, Mitsubishi, Mann, Allison, Gardener, BMW, Volvo, Kubota, Faryman and many, many other brands were compared in the utmost detail. There were occasional digressions to other engine related matters such as aircraft and tank engines. For a brief period we were treated to the inside story of Rudolph Hess. But mostly we were learning about marine diesels.

As the third day came and went we were getting slightly discouraged. One whole day was spent twiddling our thumbs while Al went to Vancouver and Bellingham, of all places, to look for parts. On Thursday Yanmar's reassembly started while we gained detailed insight into various mergers and corporate takeovers in the diesel manufacturing world. I am left with the lingering impression that these educational experiences contributed to the number of hours it took to take Yanmar apart and putting her back together again because it was not until noon on Friday that Yanmar was announced ready to start—which, after much protest, she finally did. Dick's bank account was drastically (and I say drastically) depleted in the process. Our patience was at a low ebb so we immediately cast off and headed for Comox. Poorer and, as it turned out, not much better off.

Although Yanmar didn't squirt water at Comox, her enthusiasm for starting was not much greater than it had been at Schooner Cove. We decided that maybe the fuel tank, being steel, was letting debris into the fuel supply, so off we went to Canada Tire to get a new one. This was probably a good idea anyway, but didn't make any appreciable difference to the starting procedure.

I shall belabour the tribulations with Yanmar no more except to mention that although she ran perfectly all day for the rest of the trip—once started—we went through hell getting her going every day. This meant that we cut the trip shorter than intended, were constantly on the lookout for mechanical consultation, and our overnight stops were, whenever possible, limited to places where we would have access to power for battery charging or at the very least to supplementary batteries for connecting jumper cables to.

As we rounded Chatham Point north

of Campbell River we ran into winds that made our intended destination, Helmcken Island, impractical to reach before nightfall. We dropped anchor in Beaver Inlet, off Loughborough Inlet. I had picked up 5 lbs of factory reject chicken legs at \$1.72 per kg at Campbell River. Terrible stuff, but made edible by the addition of Thai curry paste and coconut milk.

Beaver Inlet makes a good anchorage. There are three houses there. Two have that abandoned-long-ago look. The third has large south facing plastic covered windows with what looked to be potted green bushes growing inside.

While setting the anchor I became aware that *GWAIHIR's* anchor chain is painted white. I make no claim to having seen other than a very small fraction of the world's anchor chains, but this must be unusual.

Next morning, after our customary breakfast of All Bran and irradiated milk, Dick dug out his coffee can toaster built after a design provided by a fisherman from Suintula. Placed on top of the kerosene burner it quickly produces all the kerosene flavoured toast you can eat. When this product is smeared with peanut butter it makes memorable fare.

It became our routine to listen to the weather forecast and consult Dick's barometer and the charts with our first cup of tea around 0630 each day. On this particular morning the weather channel told us that the winds at Helmcken Island were 4 knots, and the barometer there read 1020 millibars.

We now digress slightly to put this information in perspective.

This morning *GWAIHIR's* barometer indicated air pressure of 31.1 inches of mercury. The weather reports give pressure in millibars. So in order for *GWAIHIR's* barometer to be useful we must convert between the two units of measurement.

Standard atmospheric pressure is taken as 29.921 inches of mercury.

$29.921 \text{ inches} = 29.921 \times 2.54 \text{ cm} = 76 \text{ cm}$
As the specific gravity of mercury is 13.6, this is a pressure of $76 \text{ cm} \times 13.6 \text{ g/cm}^3 = 1,033.6 \text{ g/cm}^2 = 1,033.6 \text{ g/cm}^2 \times 10,000 \text{ cm}^2/\text{m}^2 \times 0.001 \text{ kg/g} = 10336 \text{ kg/m}^2 \times 9.803 \text{ N/kg} = 101323 \text{ Newtons per square metre or Pascals} = 1013.23 \text{ hectoPascal or millibars.}$

Incidentally, $1 \text{ lb/in}^2 = 6.894757 \text{ kiloPascal}$. The standard automobile tire pressure of 32 lb/in² is equivalent to 221 kiloPascal.

Back to the weather forecast. 31.1 on *GWAIHIR's* barometer is equivalent to $31.1 / 29.92 \times 1013.23 = 1053.19 \text{ millibars}$; i.e., our pressure was much higher than theirs and so the wind was bound to blow away from us. That, and

the low wind velocity at Helmcken Island, meant that Johnstone Strait was a breeze so to speak. Port McNeil was within easy reach.

As it turned out the wind speed indicator at Helmcken must have lost a few of its vanes because by the time we had re-entered Johnstone Strait it was blowing closer to forty than four. We bounced along, wiping sea spray from our eyes and clawed our way into Port Neville, far short of our intended destination.

Along the way we passed Yorke Island where during WWII a gun was placed for the purpose of sinking Japanese battleships making their way south along Johnstone Strait to invade North America. From the island one can get a 20 mile clear view of an approaching enemy. I am not familiar with the technical details of the artillery once installed on Yorke Island, but I would be very surprised if it came close to matching the firepower of a Japanese battleship. I suspect that if any such intruder would have the stupidity to enter this tactically suicidal waterway it would still retain the ability to obliterate such a 'Fortress Canada' well outside the range of the defenders. Ah, the military mind.

Port Neville consists of a government dock already fully occupied by mostly American sailboats seeking refuge, a falling apart private dock with a 'DON'T MOOR HERE' sign and a post office. Dick seems to know everyone in these parts, so we were soon tied up at the private dock and enjoying hot tea, great ginger cake and pleasant conversation with the post mistress and her family. We traded some Danish Esrom cheese from Campbell River for a dozen eggs laid by non-factory reject chickens and in the morning set off on a longish trek that brought us to Port Hardy.

Along the way there are some interesting sights. A crew from the Coast Guard (more likely a private contractor these days) are busy painting a light beacon. They spill a bucket of paint all over the rocks. Makes the beacon a lot more noticeable. We discover what is probably an unrecorded petroglyph at 126° 30.0' on the west side of Cracroft Island. I suspect it must be unrecorded because Dick hadn't seen it before and he seems to know where all of them are.

If space permits, 'Around Vancouver Island: the mate's view' will continue in a future issue of TellTales. In the meantime, there's a printout of the complete article in the clubhouse foyer, and it's also available for your enjoyment on the club website. —Ed.