

SALT SPRING ISLAND SAILING CLUB

TellTales

VOLUME 20 • NUMBER 4 • APRIL 2001



Sailpast and Opening Day - Sunday, May 6th

Our club is not noted for its pomp and circumstance but this day is the one day of the year when the Commodore and his lady get out their blazers and whites and ALL members are expected to come out and salute our Chief, who works, on all our behalves, so tirelessly throughout the year. You don't have to dress up, just turn up. If you can't make it, the proper protocol is to contact the Commodore and apologise for your absence.

The Commodore will anchor *BALLATER* off the club docks at approximately 1100 hrs. Fleet Captain Racing, on *DRAGON*, will lead the formation, starting at about 1100 hrs, in a large anti-clockwise loop enabling all members to form a line astern to begin the ceremony at 1130 hrs. The order of sailpast shall be: Fleet Captain Racing on *DRAGON*, the immediate Past Commodore on *HAREM* leading other Past Commodores, the current Executive led by *MON AMI*, followed by all remaining members led by *OSCAR*. Powerboats and sailboats will intermix. Sailboats should keep their motors on standby for immediate use in case of congestion.

The Club Burgee should be flown from the most senior position available (see page 71 of the Yearbook for details). Flag Officers should also fly their pennant.

As each boat crosses the stern of *BALLATER*, the National Ensign should be lowered to a position about $\frac{1}{3}$ from the lower end of the hoist, but not so low it ceases to fly. It is to be kept lowered until the Commodore lowers his ensign and starts to re-hoist it. If your ensign is not on a halyard then the procedure is to remove the flag staff from its step and dip the ensign or to stop the ensign from flying by holding it against the staff or stay until the Commodore responds.

Having completed your salute please keep clear of the remaining vessels. The potluck luncheon will be served once the Commodore has come ashore and entered the clubhouse.

After lunch there will be a Petanque competition for all members. Teams of three. Start practicing!

—Pete Drage, Fleet Captain Racing

Deadline for the next TellTales is 4th May

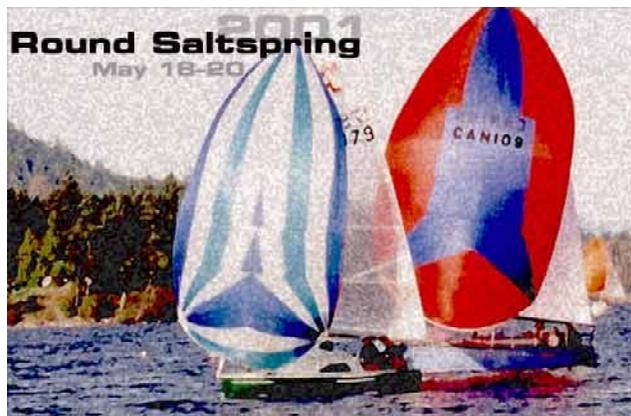
Spring Clean-Up & Work Party

Saturday, April 21 and Sunday, April 22 • 0830–1630 hours
Come and join the fun and help spruce up the club for Opening Day & Sailpast!

- Muffins and doughnuts, juice and fruit during the morning
- Sandwiches (or soup if it's chilly out) and condiments for lunch
- Traditional late afternoon beer for those who stay the course!

Join Round Saltspring 2001 as racer or spectator!

You'll enjoy it either way.



Use the attached registration sheet if you want to enter the RACE or if you want to be sure of getting LAMB BBQ tickets.

It is an event for both the keen club racer, the infrequent 'casual' cruiser, and anyone else who'd like to help out. All members are invited and encouraged to join the race and the festivities.

You can read more about the race on page 7, or you can join Terry Small's information evening on Tuesday, April 24th at 1900 hrs in the clubhouse.

Back by popular demand!

Lorne and Colleen Shantz will again show their video

'Cruising North In SHAUNSEA'

on Thursday, April 19th at 1900 hours in the clubhouse

Q and A and refreshments after

30th April is the day to disconnect **electrical power** to your boat—unless you've made other arrangements with the Treasurer.

The second and last installment of the hilarious tale

'As the Prop Turns'

is presented on page 5

Join the first cruise of the season 'The Dry Run' cruise

Saturday–Monday, 28–30 April

Montague Harbour & Conover Cove on Wallace Island

Check out the details on page 2

It's time again to sign up for wharfinger duty!

Please attend the short meeting on Saturday, May 5th, at 1000 hrs at the clubhouse, to go over the routine and duties of the Daily Wharfinger

Commodore's report

I have observed a great deal of activity within our marina as members prepare their vessels for the boating season. The winter garb, heaters and moisture removers are being taken home. It has been a little cool the past week or so, but soon the cleaning and waxing of the topsides will begin—a sure sign of Spring! Or, maybe all this activity is preparation for our Opening Day and Sailpast on May 6th.

Another sign of Spring is our annual Spring Work Party when we remove the winter's accumulation of debris, prepare the docks for the boating season and spruce up the clubhouse and grounds. Mike Byrne and Brian Swinburne have been compiling an extensive list of projects for completion at this work party. If you have any areas you think need attention, please let them know and they will attempt to rectify the situation. Let us have a good turn out on Saturday, April 21st and possibly Sunday the 22nd. Bring your tools for either gardening or construction.

We had a busy Executive Meeting last Tuesday where, with the assistance of Jim Spencer, we discussed the installation of the new lighting planned for the clubhouse. As well, we have decided on the design and purchase of a unique Salt-spring Island Sailing Club cap which will be for sale to members. We have increased the amount of insurance coverage on the club's buildings in order to bring them in line with the current cost of replacement. These motions as well as all the other details of the meeting are in the minutes posted on the bulletin board.

We have received an invitation to the Opening Day celebrations of the Nanaimo Yacht Club and The Canadian Forces Sailing Association. Unfortunately the Nanaimo day is the same as our Opening Day. However, the CFSA day is on April 29th. If anyone wishes to represent the Club at the CFSA event please call me by April 15th.

With the amount of activity that comes with preparing our vessels for the season the use of the vehicle turnaround area increases. Having vehicles parked in this area restricts the movement of those who wish to load or unload gear for their vessels. There is a handicap parking slot in this location. I would ask that all other vehicles use the area only for loading or unloading and remove their vehicles as soon as possible.

Continued on page 8

On the waterfront

Several items of interest happened during this last month.

By now everyone should have water at their local hose bib.

On the evening of March 22 we had our flare night which went off with a bang. A record number of 29 bodies attended. However 50% of these were Coast Guard Auxiliaries, the remainder being made up of Power Squadron members and maybe half a dozen from our own club. The live demonstration on the breakwater proved quite enlightening. The bottom line is, if you want to be saved at sea, you should have a few of the \$75 apiece parachute flares, anything else such as the Skyblazers or the 12 gauge gun flares were wimpy by comparison.

On March 19th we had a diving team on site made up of two divers and a spotter. Their job was to do an underwater inspection of the older piles on A, D and E docks. They prodded and poked and visually checked each pile and when they were done the entire inspection area was given a clean bill of health. Good news,

Continued on page 8

'The Dry Run' cruise

Saturday 28 April - Depart SISC punctually, on the dot, allowing passage time to join 'happy hour' at Montague Harbour at 1700 hrs. Look for *TINKER*, a 26' Grampian with dark green hull, proudly flying the Fleet Captain Cruising pennant. Subject to weather, wind, and your preference, the suggested route is around Prevost Island, leaving it to port, thence to Montague Harbour via Phillimore Point. The distance is approximately 12 NM. And how did Phillimore Point get its name you may ask? Answer will be given at happy hour.

Sunday 29 April - Cruise to Conover Cove on Wallace Island. We plan to have a BYOB and meal at about 1700 hrs on the dock or ashore, whichever works out best. The club will provide the barbecues. There are many beautiful walking paths on Wallace Island to improve ones appetite, so arrive early to enjoy the scenery. And why is Wallace Island so called?

Monday 30 April - Completely unstructured, no quizzes.

—Tony Burrige
Fleet Captain, Cruising

Wharfingering

It's time again to sign up for wharfinger duty

The sign-up board for Daily Wharfinger duty for this coming summer season is now posted in the clubhouse foyer. You are requested to fill it in as soon as possible. The early bird gets the best dates. Daily service is from 1300 to 1900 hrs. While written instructions will be provided later, there will be a short meeting on Saturday, May 5th, at 1000 hrs at the clubhouse, to go over the routine and duties of the Daily Wharfinger. You are encouraged to attend, and particularly those members who are new to the club. It is hoped that all club members volunteer at least once during the season, as it is a great way for you to achieve and/

or contribute toward your expected annual work requirement to the club and, at the same time, get to know other members.

The club is pleased to welcome the following new members and boats:

MOKU PE'A - Catalina 30', dock C4
- Peter and Lesley Nuk

BLUE PETER - C.S. 33', dock E 24
- David and Grace Peter -
(new members)

RASCAL - Campion 24' dock E34
- Ron Besley and Karen Berg
- (new members)

NOTE: Just a reminder that electrical service expires at the end of this month unless, of course, you have already made arrangements for the summer months.

—Tom Locke, *Wharfinger*

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)



BARB TODD PHOTO

Hugh and Harold—
two Past Commodores at play

The social scene

The St. Patrick's Night found members wearing the 'green' and telling jokes and stories—some true, some blarney. As well, after the token 'murphy', members enjoyed sharing a beautiful carrot cake that had been specially decorated for 'St. Pat' and a member's special birthday. A leprechaun kiss and thank you to the evening's helpers—Candace Brochmann, Sylvia Greenwood and Barb Todd.

At the Saturday morning Scuttlebutt, March 24th, we had Lorne Shantz demonstrate how to put an eye splice in double-braid nylon rope. A special thanks to Lorne, and to Pete Drage for providing the line.

The evening of March 27th, Hugh Greenwood did a most enjoyable and informative session on 'Anchoring and Anchorages'. With approximately 50 members in attendance, most if not all, gleaned some further knowledge on how to improve their anchoring; or how to read the geological aspects of charts or landscape to help get a better anchorage. A big thank you to Hugh!

Upcoming events:

By popular demand, Lorne and Colleen Shantz are going to show 'Cruising North with SHAUNSEA' again on Thursday, April 19th at 1900 hrs.

Tuesday, April 24th at 1900 hrs, members of the Racing Committee are going to give the cruisers of the club hints and secrets of getting around Saltspring in the upcoming Round Saltspring Island Race. Even if you are not contemplating going in the race, you will probably learn some basic information about sailing in and around our area.

Sunday, May 6th, there will be a pot luck lunch after the annual Sailpast. Please bring a dish for sharing.

On the long weekend of May, 18–20th, we will be hosting the annual Round Saltspring Race. This is a very busy weekend for the club and I will be calling, looking for volunteers. If you would like to help, please call me at 537-4932. All help greatly appreciated. Thanks.
—Phyllis Waltho, Staff Captain

Junior Sailing Program

The first meeting of the junior Sailing Club members will be held in the clubhouse on Wednesday, April 18th, starting at 1900 hours.

We are inviting all juniors who have completed the White Sail III course, including our present five junior members: Shane Abrahams, Garner Lea, Alexandra Lea, Mischa Linser and David Rome.

2001 will be the start of a new and exciting Junior Sailing Program. We will be encouraging our junior members to participate in a circuit of regattas around Vancouver Island and the Mainland. This will allow them to take part in well organised regattas featuring races at all different levels. This will of course necessitate active participation of the parents as well as the junior members.

The club has recently purchased two Laser IIs from the Royal Victoria Yacht Club, along with equipment suitable for racing, and are looking into buying a trailer which will be converted to carry 3 Lasers to the different regattas. Next year we hope to host our own regatta with participants mostly from Vancouver Island and some from the mainland.

We will also be offering Wednesday evening and Sunday afternoon programs at our club. The activities will depend on what the members would like to do during this supervised time.

Once again we're asking for ten volunteers from the club to supervise the juniors on Wednesdays and Sundays. With ten volunteers, each volunteer will only have two sessions to oversee during the summer. This is a great opportunity for regular sailing club members to learn more about the Lasers and to participate in a program which provides a place for the graduating students to practice their skills and have fun.

If you have any questions or would like to volunteer to be a supervisor, please call Martin Hoogerdyk, Fleet Captain Dinghy, at 537-2199.

Help!

Did you help me clean up after the St. Patrick's night social? If so, did you pick up the glass candle holders and put them somewhere special, so special, I can't find them? Please call me if you have an idea where they might be. Thanks, Phyllis Waltho (537-4932).

Short-term sublease...

available for a boat 38' or less. Please call Louis or Lynne at 537-2329.

2001 Junior Sailing School registration

Courses for students aged 11-18. All participants must be able to tread water without a life jacket for 2 minutes, and swim 50 metres with a life jacket on.

Registration dates:

Club members only - Wednesday, May 2nd at 1900 hours in the clubhouse

General public - Thursday, May 3rd at 1900 hours in the clubhouse

Registration is on a first come, first served basis, and must be done in person.

Application forms will be available at Apple Photo in Ganges, April 17th.

We are offering three 2-week sessions for the CYA White Sail I, II & III level:
Monday, July 2–July 13
Monday, July 16–July 27
Monday, July 30–August 10

We are offering one bronze level 4 & 5 session:
August 12–August 24

See what you're missing!

Take a look at the colourful TellTales on the bulletin board in the clubhouse foyer. It's a computer printout done by Sheryl Taylor-Munro to demonstrate that you too can join the happy members who read and download TellTales in glorious colour from our website at www.islandsails.com/sailingclub.

No more waiting for the black/white snail-mail edition—sign up today and get colourful TellTales delivered right to your computer!

Update your charts online!

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Once you've done that, you'll automatically get notified by email whenever there's a change or update to any of your charts.

Sailing around Vancouver Island

By Dick Pattinson

Part 9: Around Estevan

The next 'hurdle' is Estevan Point. This point is located on the Hesquiat peninsula as it juts out from Vancouver Island. On the western side there are a series of shallows and rocks which must be avoided. Early morning is a good time to make this passage unless it is foggy. In the summer the westerly wind comes up later in the day and helps you along. Get out past the Perez Rocks before altering course to go past the light station. A few carefully placed waypoints on the GPS will help a lot. You may be close enough to notice that the tower is not a solid cylinder but formed by buttresses which are wider at the bottom. This light station was shelled by a Japanese submarine during the last war, but no damage was done. This has been denied by some people saying that it was an allied ship trying to make people realise that there was a war on. However I have seen the log of the Japanese submarine in a museum in Eureka, California. The translation states that Estevan was shelled, a freighter was hit in Juan de Fuca, and a town in northern California was shelled before the sub went to the south Pacific, where it was captured by the U.S. Navy.

The native Hesquiat village at the eastern end of the peninsula was the shipping point for Estevan supplies and had a plank road running along the shoreline to the light station. This consisted of two sets of parallel planks spaced for the vehicle, and it was difficult to navigate. Supplies had to be brought ashore from the *MAQUINNA* or other vessel in a small boat or canoe. Passengers were piggy-backed ashore by the villagers. Nowadays the supply ship traffic is handled by a helicopter. The village is deserted. At the head of Hesquiat Harbour in Rae Basin is where 'Cougar Annie' lived. She outlived several husbands and had a thriving dahlia bulb business, shipping all across Canada through the post office she was able to have established there. Recently there is a move afoot to refurbish her gardens.

Farther to the eastward we come to Hot Springs Cove. There are mooring bouys or a float to tie to and a well maintained board walk to the hot spring. The best time to take this twenty minute walk is early in the morning or in the evening after the tourists have gone back to Tofino by plane or speed boat. The board walk has been rebuilt by B.C. Parks and many of the cross planks with ships

Part 10: Hot Springs to Tofino

On leaving Hot Springs Cove, check the chart to avoid a couple of rocks lying off Sharp Point, and then proceed northward up Sidney Inlet. Fishing may be worthwhile just past Sharp Point. Turn to the starboard at Starling Point and proceed along Shelter Inlet. This is the inside passage to Tofino and it is, to my mind, more interesting than going farther south by the outside route. Hayden Pass is well marked for a safe transit to Miller Channel. On the starboard side, farther down, is Matilda Inlet, the site of Ahousat (a general store, café, and oil station operated Hugh Clarke). The prices in this store are very reasonable I have found. I believe the carved store sign was made by someone from Salt Spring in exchange for a boat motor. The large active Indian village of Markosis is just across the channel. At the head of the inlet is located another hot spring. It is contained in a concrete basin about eight by sixteen feet with about four-foot walls. It is lukewarm and a far cry from the Hot Springs Cove spring, and hardly worth visiting. Nearby is the trail to pretty Gibson Marine Park on the south east corner of the island. The trail was in terrible shape several years ago so I never attempted it again.

A nice, secure overnight anchorage is in Little Whitepine Cove. Go past Bawden Point and follow the shoreline down to the inner basin.

To get to Tofino, proceed down Miller Channel—which becomes quite shallow. It is a great crabbing area and a sharp lookout is necessary to avoid the numerous floats. Follow the markers in Calmus Passage to Dunlap Island, then follow the port hand shore down Maurus Channel. We are getting into shallow waters now so keep a sharp eye on the chart and beacons. Proceed past Schindler Point to the red can buoy before turning to port into Heynen channel. Don't be tempted to steer directly for Tofino, which you can clearly see across the water. Opposite the village of Opitsat you will see a green beacon. Turn at right angles here and follow the marked channel down past the Deadman Islets into Tofino Harbour. Take care in approaching shore installations as the tidal flow at times is quite strong. There are government floats available but for the first night my choice is Weigh West Marina. The fee is higher but you get the use of showers, washing machines and dryers. There are excellent dining facilities on the premises. You are now back in civilisation.

Part 11: To Ucluelet and beyond

Leave Tofino for Ucluelet via Duffin Passage, which is at the west end of town just past the government wharf. There may be a lot of crab trap floats for the next few miles. I usually follow the navigation buoys in Templar Channel but according to the chart it's all fairly shallow. A GPS point halfway between Lennard Island and Frank Island would be a good point to steer for, and then another waypoint off Gowlland Rocks. Then it's down along the coast past Wickannish Bay to the next GPS point at the whistle buoy off Amphitrite Point. Turn into Carolina Channel and carefully follow the buoys into Ucluelet Inlet. There are several floats to tie up to but the best, I believe, is the government boat basin just past Lyche Island.

When it is time to move on, proceed southeast out of Ucluelet Inlet and into Newcombe Channel and then travel down the east side of Chrow island until clear of Sargison Bank shallows. Now set a course for the entrance of Thiepval Channel in the Broken Group. There are many interesting spots in the group which I will not get into here. Proceed through Thiepval Channel to Wiebe Island and then head for Satellite Pass which is across Imperial Eagle Channel. Pass Wizard Island on either side and cross Trevor Channel to Bamfield. There are two government floats in Bamfield, one on each side of town. The west side one gives access to the interesting boardwalk which runs along the shore to the store and the coast guard station, and, if you feel up to it, a walk to Brideys Beach. On the east side are the two oil stations, boat supplies, motel, café and store. At the entrance to the harbour you may have noticed another channel on the left hand side. This is the entrance to Port Desire. There are two mooring buoys in there or you may anchor. It is a nice anchorage and a road leads a short distance to showers and east Bamfield. This is my choice.

Part 12: The last leg

When it is time to leave this area we need to consider the distances involved. There really are only two places to overnight between here and Victoria. The first is Port Renfrew which provides fair shelter at the head of the bay. The other is Sooke which, although quite shallow, is a very good refuge.

Leave Bamfield early in the morning. There usually are a lot of sports fishing boats heading out to Cape Beale for the early bite. Cape Beale has a lot of rocks around it and it is advisable to set a GPS waypoint out past it so that when it is

'As the Prop Turns'

When we left our story last month, **PATRICIA** of **SHAUNSEA** was delighting the bar crowd with her humorous tall stories.... As most people knew, she took lots of **LEEWAY** with her tall tales at the pub. She was sharing a gut-busting story about a **PTERADACTYL** that had a run in with the **LONE RANGER**. Many in the crowd did not catch on to her sense of humour but when the penny dropped you could hear her exclaim ... "MY-JO, I think they've got it!" One of her other favourite jokes to share was about Inspector Clousseau and his wonderful **MINKE**. Comedy was really her **SECOND LOVE**, next to racing sailboats.

She had won many a race with her sloop, the **VALHALLA II**. Her **QUESTO** in life was to win the Big Island Race. But she had not raced for some time ... a recent run in with a gentleman named **MILO** had left her a little wary of the whole scene. **MILO** was known to be a bit of a **DRAGON** and was so competitive that he had no sense of fair play. The story goes that in the last race together in **KI WEST** he had crashed his boat between **IWALANI** and **NEBLINA** at the start line rendering them unable to start, never mind finish the race. It was later in this race that he had taken out **VALHALLA** by destroying her rudder and then slammed past the race leader **HALCYON** who was just ahead of her, throwing that boat off course which allowed his boat to make a **FINAL DASH** over the finish line with much bravado. In doing so he fulfilled his **PIPEDREAM** of being the tournament champion. He yelled "I 'AVE done it!"

There was much **FANFARE** as the rest of the boats crossed the finish line at **PANTHER POINT**. But many competitors were furious. Everyone told the judge that he should disqualify **MILO** for poor sportsmanship and being a **VANDAL II**. The judge had to agree and announced that there would have to be a decision

by ballot to choose the winner. He asked the official **BALLATER** to decide the results. Upon reviewing the race they decided that the real winner was a newcomer to the island, the **ARCLYD II** and her crew the **KARALAN FIVE**. Tied for second place would be **ROSE OF YORK** and **CELERITY**. The disqualified racer made his **APOGEE** to everyone and with great **STEALTH** disappeared into the crowd.

After the race, **PATRICIA** decided to freshen up before joining any of the festivities. She had to tiptoe into her room though ... otherwise she would make her **KITTIWAKE**. He was not a cat to be messed with if awakened from a deep sleep. She had found him on a recent trip to **NORSULYN** and had the **NOVA** idea of rescuing him. He was a stray and ran **RAMPANT** around her sailboat when she brought him aboard. She almost sent him ashore to stay with a local **GYPSEA** but guilt got the better of her and she decided to keep him. After three weeks on her boat he could **MEW GULL**-like and loved to sit in the **DRAFTY ACHERS** of the deck area. The **LO FAAN** in the galley would blow air on his fur and get him dry after he was on deck getting sprayed by the **CUTTY SHARK** that were plentiful in the area. His antics on deck were so funny at times, **PATRICIA** would say that it was enough to **MOK U PEA**.

The rest of the crowd went on to the Club **ELECTRA** to celebrate with the winners and enjoy some well-deserved **PLAY-TIME**. The owners of the club had built the club overlooking the **ATALANTA** Ocean with wonderful skylights that allowed their clientele to view the evening sky. The big attraction in the area was the **SUN STAR**, one of the brightest stars in the milky way and the very famous **TALLULAH RAVEN** a group of stars recently featured on a **PRIME TIME** documentary. Both of these wonders were a great draw to the club and people would come from all over the world to stay there. Naturally they also came to see

HECTOR II, the owner of the club. His wife **ATHENA** was born in **LA PALOMA** and was an **AQUARIUS** water sign, which made her a natural to run a waterfront club. In the beginning it was a bit of a **GAMBIT** if the club would work or not, as the area was the home to two rare species of bird, the **SNOW SWAN** and the **SEA HAWK**, and the even more rare ocean dwelling **SEARAY**.... But the beautiful **SILVERWIND** that blew the sands of the beach convinced the two of them that they were meant to stay and fulfill their lifelong dream of running a waterfront club in the middle of nowhere....

And this is where we will leave our new friends as they drink their strange concoctions on an unknown island on an unknown ocean.

To set the record straight and to avoid any possibility of plagiarism suits I have to advise readers that I cannot take all the credit (read blame) for these literary 'delights'. The other co-author (culprit) is a fine young lady named Lesley Rommel who is 1st Mate aboard the vessel **PASSAT II**.



We, as co-authors, apologise to those owners whose boat names were not used, consider yourselves lucky, but we humbly apologise to those owners of names that were used, and for the poetic license 'to kill' some of those names and stretch the meanings beyond all acceptable limits....

—Brian Swinburne

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RACING NEWS

PREVOST

Light winds at the Sailing Club prompted the race committee to start this year's Around Prevost race off Second Sister Island. The wind filled in shortly after 1000 hours and the record entry of 20 boats immediately had a tough decision to make—round the island to port or to starboard. Starboard was favoured (as it often is in sailing) if there was enough

wind to get through Captain Passage near Long Harbour. The leaders poked their bows past Scott Point, but noticing the glassy water and the smoke from a freighter in Trincomali Channel, elected to keep Prevost to Port. Five or six gambling skippers led by Phil Hume aboard *YEOMAN* and Tony Brogan on *CHEEKY BUOY* chose to go left; the remainder went right.

With what were now two races, getting to the halfway point first was important for the ego. Rounding Portlock Point, the larger fleet saw that *YEOMAN*

had made little progress down Trincomali. There was no sign of the other five.

The wind direction changed as it so often does here, and the larger fleet made slow progress against the tide coming back up Trincomali. At one point, the boats glided through a group of more than fifty harbour seals, and then through the stragglers from the smaller group of racers. Tired of being out front, *OSCAR* waited for a long while at Peile Point on the northern tip of Prevost while the rest of the port fleet caught up. A schoolyard brawl followed with lots of shouting and chest beating. Occasionally a boat would squirt out of the melee, catch the freshening breeze and head for home through Captain Passage.

Roger Kibble on *ELECTRA* was first across the finish line followed closely by John Cameron on *OSCAR* and the crewless Tony Meek on *MINKE*. With handicaps, *NUMTIJAH* was third, *SLY FOX* second, and *MINKE* took the trophy.

Top 6 finishers

	Corrected time	Boat	Rating	Skipper	Finish time	Points
1	13:47:30	<i>MINKE</i>	297	Tony Meek	2:53:02	100
2	13:48:40	<i>SLY FOX</i>	258	Bob Borbas	3:02:42	95
3	13:51:48	<i>NUMTIJAH</i>	268	Neil Buchan	3:02:59	90
4	13:49:13	<i>DRAGON</i>	242	Peter Drage	3:07:00	85
5	13:48:22	<i>DERYN MOR</i>	228	Kevin Vine	3:09:44	80
6	14:08:00	<i>AES SEDA</i>	273	J.P. Krauss	3:15:06	75

CHANNEL ISLANDS #1

Seventeen boats crowded the start line for Sunday's Channel Islands race. The moderate southeast wind allowed most boats to travel at top speed during the ten minute pre-start. This made for lots of interesting encounters though none was more interesting than what occurred during the last minute before the start.

First the start gun was about one minute early catching several boats over the line. Some boats took this as a true start and optimistically headed off to-

wards the Channel Islands. Others realised there would be a correcting gun and tried to work their way back over the line through the early starters. Then the forty-foot starter boat, also racing, sounded the real start and promptly lost control while sailing on port tack. Several collisions, luckily gentle, with boats sailing on starboard occurred and the race was underway.

Despite the doom and gloom weather forecast, the fleet enjoyed brisk winds

and sunshine while beating to Channel Islands. Those keeping out of the light tide made gains on the fleet and, as Phil Hume and crew on *YEOMAN* discovered, sailing through sand close to shore can really slow you down. By the time the leaders *ELECTRA*, *HESSIAN*, and *OSCAR* reached the halfway point, the fleet was spread throughout Captain Passage.

A high speed run to the Sister Islands under spinnaker through a few rainsqualls made for an excellent race toward home. Unfortunately for the four lead boats, the new wind had not reached Ganges Harbour and their lead was eroded as they sailed neck and neck towards the finish. Meanwhile the fleet charged up with the new wind, getting everyone back to the club by lunchtime. Despite the excitement at the start, it was another excellent day on the water. With handicaps applied, *ELECTRA* placed third, *DERYN MOR* was second, and *MINKE* added another trophy to her collection.

Top 6 finishers

	Corrected time	Boat	Rating	Skipper	Finish time	Points
1	12:35:35	<i>MINKE</i>	291	Tony Meek	2:04:41	100
2	12:25:36	<i>DERYN MOR</i>	228	Kevin Vine	2:06:31	94
3	12:19:01	<i>ELECTRA</i>	180	Roger Kibble	2:09:06	88
4	12:37:58	<i>NIGHT MOVES</i>	271	Terry Small	2:09:48	82
5	12:27:53	<i>ALMUCANTAR</i>	214	Hugh Greenwood	2:10:58	76
6	12:29:54	<i>SAORSA</i>	218	Tony McEwen	2:12:02	71

Total points to date, top 10

	Boat	Skipper	Grd Hog	Ben Mohr	McMillan	Prevost	Ch #1	Total	Total w/ one thrown
1	<i>MINKE</i>	Tony Meek	100		86	100	100	386	386
2	<i>DERYN MOR</i>	Kevin Vine	83		93	80	94	350	350
3	<i>ELECTRA</i>	Roger Kibble		100	79	70	88	337	337
4	<i>DRAGON</i>	Peter Drage	67	86	71	85	18	326	309
5	<i>OSCAR</i>	John Cameron	75		100	60	65	300	300
6	<i>CHEEKY BUOY</i>	Tony Brogan	92	79	57	25	53	305	280
7	<i>FANDANGO</i>	Philip Grange/Art	58	93	64	55	47	318	270
8	<i>ALMUCANTAR</i>	Hugh Greenwood	33	64	36	65	76	275	241
9	<i>NUMTIJAH</i>	Neil Buchan	50	57	21	90	35	254	232
10	<i>HESSIAN</i>	Sam Sydneysmith		71		50	59	180	180

Coming up

Tuesday, April 24th
at 1900 hrs in the clubhouse
**Around Saltspring 2001
Information Evening**

Race organiser Terry Small will lead an informal evening of guidance, hints and tales of derring-do, assisted by some well known names from the racing crowd, for all participants in this year's event.

Sunday, April 29th
PORTLAND/ MORESBY RACE
Course: Start – both Islands to P, or both to S – finish
26.2 NM TL 2300
Short course range of Seymour Point and Canoe Rock Lt.
Skippers meet 0900 in the clubhouse. 1000 start

Friday, May 4th
Last day to save \$10 and order a custom shirt for RSI 2001!

Saturday, May 5th
**THE BAS COBANLI
INVITATIONAL TROPHY RACE**
Skippers meet 0930 in the clubhouse. 1030 start near the Sisters.
Course to be announced. Hot dogs, beverages and trophy presentation at the Cobanli residence after the race. Basic ratings will be used for this invitational event, as there may be boats from other clubs.

Sunday, May 6th
**ANNUAL SAIL PAST
& OPENING DAY**
Details on front page this issue

An invitation to join the race!

Round Saltspring is a challenging and exciting sailing event for anyone who enjoys sailing a boat. It is an event for both the keen club racers and the infrequent 'casual' cruisers. It is an opportunity for power boaters to motor around Saltspring, or to be part of the race committee on the starting line, or finish line. It is an excuse to get out in your boat! Sailing your boat all the way around Saltspring Island is an accomplishment, whether done in record time or on Saltspring time. The important thing is to have an enjoyable time.

Join the festivities

All SISC members are invited and encouraged to join in the fun of the Round Saltspring Race. Friday's chili dinner and music by Swing Shift is a great kick-off. Saturday, come down and see the start of around 70 boats. If you're lucky we'll have a NW wind so the spinnakers are out. Sunday's famous lamb barbecue is delicious, and the award ceremonies are as exciting as the Oscars. Will OSCAR win? Don't forget that all kinds of boaters need food and drink. We invite all club members to join us!

Order your custom Round Saltspring 2001 T-shirts now!



Once again the RSI Committee is offering T-Shirts with an embroidered logo and your boat name. A sample is hanging in the clubhouse—it's even better than last year's!

Cost is \$18 each. Place relevant information, size, boat name in the Fleet Captain Racing's message slot with a cheque made out to Saltspring Island Sailing Club.

Delivery will be on the Friday, pre-race. Final orders must be received by May 4th, no exceptions, but it will make life easier for me if you do it now!

Pender Island Invitational

Three club boats accepted a rather late chance to compete in the Pender YC's annual around Penders Race and acquitted themselves well.

A good breeze for the portside rounding had the spinnakers up for the run down to the turn into Plumper Sound ahead of a changing tide. *ELECTRA* from SISC and PYC's *VALKYR* had a commanding lead at this point but they both fell into flat calm holes and the chase boats, seeing their predicament, sailed right around them near the entrance to Port Browning. From there it was a question of finding the most wind, not an easy task in the narrow Navy Channel and by the time the leaders emerged into Swanson Channel, five boats were within two hundred yards of each other. *DRAGON*, followed by *ELECTRA* opted to take a wide curve around the two PYC boats and our *CHEEKY BUOY*, who all looked becalmed in Otter Bay, only to have the wind die in the centre and pick up in the Bay.

The late breeze enabled *TAKE TIME*, PYC, to get line honours but after handicaps were factored in, the result was *CHEEKY BUOY* 1st, *TAKE TIME* 2nd, *DRAGON* 3rd, and *ELECTRA*, thanks to the long sojourn going nowhere, finished 7th. The lead boats finished the 19 mile course in under 7 hours.

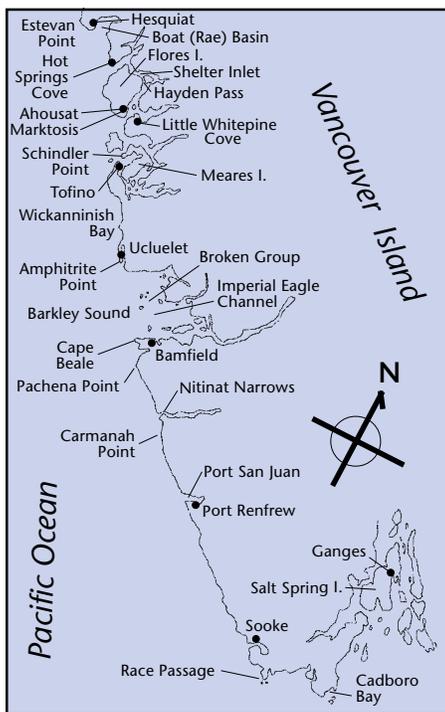
—PD

Team Trophy

Team	Skipper	Grd Hog	Ben Mohr	McMillan	Prevost	Ch #1	Total
Privateers	Pete Drage	233	306	242	325	241	1431
Elephants	John Cameron	300	143	257	335	283	1370
Rum Runners	Tony Brogan	108	214	136	220	276	898

White Sails Division

	Boat	Rating	Skipper	Grd Hog	Ben Mohr	McMillan	Prevost	Ch #1	Total
1	<i>DRAFTY ACRES</i>	196	Sheila Bull	8	14	29	45		96
2	<i>AES SEDAI</i>	273	J.P. Krauss				75		75
3	<i>WHISPER</i>	280	Harold Brochmann		43	7		12	62
4	<i>GWAIHIR</i>	306	Dick Pattinson		21	14	5	6	46



Around Vancouver Island from page 4 reached one can turn to the port and head down the coast line past Seabird Rocks and Pachena Point. A few miles farther down there is a spectacular waterfall at Tsusiat River. A major light station is Carmanah Point. Get a GPS reading on the buoy at the mouth of Port San Juan in case of mist or fog. There are no tie-up facilities in Port Renfrew. The wharf is too high and has no floats. The best anchorage is farther in behind a rock breakwater, formerly a log dump. Anchor in three or four fathoms taking the tide into account. A good meal may be obtained at the hotel near the wharf. There is a marina across the bay at Gordon River but I have not investigated it.

There is a certain amount of tidal current in the Strait of Juan De Fuca and it is best to take advantage of it. Jordon River is the next sign of civilisation but it has no sea access. Sooke Harbour should be entered with the help of a large-scale chart. There are certain buoys to line up with to avoid the sandbanks. There are government floats to tie up to. Alternatively, one could anchor just inside the spit at the entrance but then you miss the opportunity of eating at Mom's Café. This establishment is famous with boating people.

Departure from Sooke should be timed so that you have a favourable tide at Race Passage. From there, a course can be set for Esquimalt (one of our reciprocal clubs), Victoria Harbour, or Cadboro Bay (with the Royal Victoria Yacht Club, another of our reciprocal clubs). From there, I think the best way home is through Baynes Channel, Sidney Channel, Moresby Passage, then past Beaver Point and home.



This brings to an end Dick's 'Sailing around Vancouver Island'. Sailors who read all twelve installments will find themselves well prepared to tackle the task of circumnavigation. For those who missed parts of the travelogue, we're planning to put everything on the club's website in the near future.

—Ed.

Rear Commodore from page 2

so the mystery of the pile with the star-fish habitat remains just that, a mystery. We will be doing our own dry inspection when we get some zero tides later in the year.

The final bill for the new fingers on C dock is in, and it shows \$29,500 spent. This compares very favourably with the quotes we received last year—and these were based on nine 30 footers as opposed to the seven 30 footers and two 36 footers we ended up with: (a) supply and install nine used wooden floats, \$26,009; (b) supply and install nine new wooden floats, \$42,815; (c) supply and install nine new wood/steel floats, \$44,959. I say we should feel quite pleased with ourselves for turning out such a quality product under the volunteer system.

We continue to pursue the installation of electrical outlets on the visitors dock and one way or the other we will have this in place for our summer visitors.

And that brings me to the reminder for the Workparty Weekend on the 21–22 April when you are asked to come on down with your favourite tools and join in the activities. We have several interesting projects to test your talents on, so let's hope for clement weather and remember these working weekends are not just for getting a few jobs done but also to have some fun....

Until next month.

—Brian Swinburne, *Rear Commodore*

2001 Yearbook now available!

It's in the clubhouse now, waiting to be picked up.

Commodore's report from page 2

The new Yearbook for 2001 is out and along with your membership card is in the foyer of the clubhouse. We have a large number still unclaimed. We will leave them in the foyer until after the Spring Work Party, after which time they'll be placed in the office. Would you please pick up your copy at your earliest convenience?

We wish to welcome two new memberships to our club, Tom and Karen Hosie, and Norm Dinsmore and Sally Plunkett, Please introduce yourselves to them and welcome them to the Club.

See you at the Spring Work Party on Saturday and Sunday, April 21–22.

—John Farquharson
Commodore

Driftwood articles

I have received several congratulatory messages and a couple of complaints, "how come you didn't mention my boat", with regard to the ongoing racing reports appearing in the Driftwood newspaper.

These fine articles and photographs are the work of John Cameron, so please direct all your praise his way. If you want your boat mentioned, finish among the first three—or maybe hit something. Thanks John.

—Pete Drage, *Fleet Captain Racing*

Montague soon out-of-bounds

On June 1st, Transport Canada's Pleasure Craft Sewage Pollution Prevention Regulations will begin to affect us close to home as one of our favourite short-distance destinations will be out-of-bounds to those vessels without holding tank. The precise description of the affected area is:

Montague Harbour (lat. 48°53' N, long. 123°24' W), on the southwest coast of Galiano Island, in the Strait of Georgia. Northern approach: all water south of a line southeast from Ballingall Islet to Galiano Island and east of a line from Ballingall islet to Wilmot Head on Parker Island. Western approach: all water east of a line connecting Parker Island to Philmore Point on Galiano Island, including Julia Island. Montague Harbour includes Montague Harbour Marine Provincial Park.

The only other area in the Southern Gulf Islands affected at this time is Pilot Bay on Gabriola Island. If you're curious about the full list of prohibited areas, go to www.tc.gc.ca/Actsregs/csa-lmmc/csa91.html

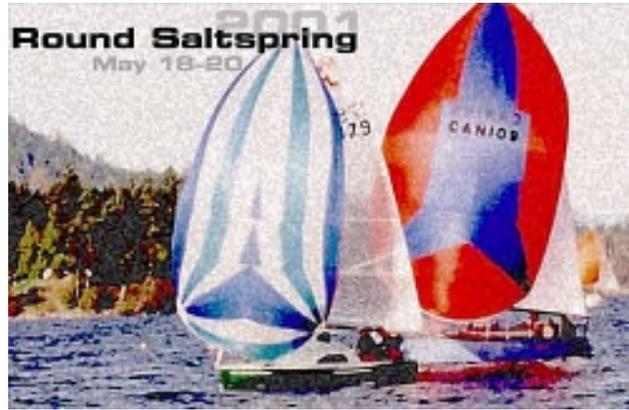
—Ed.

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Friday-Sunday, May 18-20th

Support the event!

Race sponsorship

The local business community has come forward in a big way to ensure our success with their financial support of Round Saltspring. Special thanks to our sponsors, so please support them all throughout the year.

Prizes

Each year club members and the community donate prizes and the race committee purchases locally made items. We have had everything from original paintings, smoked salmon, gift certificates, vouchers, T-shirts, jackets, duffel bags, books, boating equipment and paraphernalia, and more.

If you'd like to make a donation, call Terry Small (537-2805 or fuzzy@saltspring.com).

Our supporters

The success of Round Saltspring is a direct result of the participation and active support of SISC members. If you have more time than money, then call to volunteer and, again, your man is Terry Small. We need people for everything! Selling T-shirts and tickets, food preparation, finish line, photography, wharfingering, you name it!

(It's a great way to top up your 30 hours!)



The Marshall Sharp Trophy is awarded to the first boat to finish Round Saltspring on corrected time. Last year's winner was *NEMESIS*



The Round Saltspring Trophy, donated by Doug Thomas, is awarded to the first SISC boat to finish on corrected time. Last year's winner was Phil Hume in *YEOMAN OF CESTRIA*

Round Saltspring 2001

LAMB BBQ TICKET ORDER FORM

NAME

TICKETS @ \$10 EACH CHEQUE ENCLOSED, TOTAL \$



Please order tickets by 4th May. **There are only 300 tickets, so better early than hungry!**

Make cheque payable to: Saltspring Island Sailing Club and leave in Fleet Captain Racing's box in the clubhouse.

2001 Round Saltspring

www.newbasics.net/rsi

REGISTRATION FORM

SKIPPER		CLUB	
ADDRESS		CITY	E MAIL
PROVINCE	POSTAL	PHONE	FAX

Start: GANGES
MAY 19, 1000h

Finish: GANGES
TL: May 20, 1100h
Distance: 42.0 NM

Boat Information

BOAT		BOAT TYPE/LOA (e.g. MELGES 24)	
ASSIGNED RATING (boats without rating will be rated by club officials):		HULL COLOUR	PRIMARY SPINNAKER COLOURS
SAIL			
FLYING SAILS? (yes/no)	WILL YOU BE PART OF A CLUB RACE TEAM or SPECIAL CLASS/ONE DESIGN? (3 or more boats req'd)		



SALT SPRING REALTY

Crew Names

Windsor Plywood

CREW 1	CREW 4
CREW 2	CREW 5
CREW 3	CREW 6



The Fine Print...

SAFETY REQUIREMENTS: P.I.Y.A. Category III; running lights must be in working order and must be used from dusk to dawn.
RULES: The race will be run under the CYA Racing Rules of Sailing.
RELEASE: I understand that the ultimate responsibility for the safety of a vessel and her crew lies with the captain of that vessel. I have read the rules and regulations issued for this event and agree to be bound by them. In consideration of acceptance of this entry or my being permitted to take part in this event, I agree to save harmless and keep indemnified Saltspring Island Sailing Club, its organizers and their respective agents, officials, servants with respect to death, injury, loss or damage to myself, my yacht or any member of my crew, and representatives from and against all claims, actions, cost, expenses and demands in however caused, arising out of or in connection with my taking part in this event notwithstanding that the same may have been contributed to or caused or occasioned by the negligence of the same bodies, or any of them, or their agents, officials, servants or representatives. I further understand and agree that this Release is binding upon myself, my heirs, executors and assigns.



Register

SKIPPER

DATE

Registration is \$40 until May 4; \$50 afterwards. Sorry, no refunds after May 4.
 BBQ tickets are available at \$10 on a first come, first served basis.

BALANCE SHEET

Registration..... _____
 _____ BBQ tickets @ \$10. _____
 _____ T-shirts @ \$18..... _____
 (until May 4)
 Total enclosed..... _____

Please make cheques payable to Saltspring Island Sailing Club.
 Mail to SALTSPRING ISLAND SAILING CLUB and mark envelope
 ROUND SALTSPRING 2001.

*T-shirts: New this year, custom shirts embroidered with
 your boat name: indicate number of each size:

M L XL



Saltspring Island
 Sailing Club
 152 Douglas
 Road
 Saltspring Island
 British Columbia
 V8K 2J2

Round Saltspring Contact
 John Cameron
 250.537.5873
 jc@newbasics.net
 www.newbasics.net/rsi