

SALT SPRING ISLAND SAILING CLUB

# TellTales

VOLUME 20 • NUMBER 2 • FEBRUARY 2001



Friendly visitor on p. 4

## Commodore's report

Have you seen our shiny new moorage fingers! After seven months of effort by many parties, our new docks were installed last Monday, 29th January. The major credit for the installation goes to Phil Hume, who designed the fingers and hinges, assisted the contractor in the construction of the floats and oversaw the installation. Sam Sydneysmith, Brian Swinburne, Lawrie Neish and many other members were also instrumental in the completion of this project.

Tom Locke, your Wharfinger, has allocated vessels for repositioning and he is hopeful he will be able to accommodate everyone on the waiting list. However, we may have some difficulty in finding a place for larger vessels.

Another project by Phil Hume, our dinghy storage float, was featured in the January 2001 edition of Pacific Yachting magazine. It is rumoured that our Round Salt Spring Race may be featured in the May or June issue of this same magazine.

If you have not visited the Sailing Club's website at [www.islandsails.com/sailingclub](http://www.islandsails.com/sailingclub) lately, you should, as Per Rasmussen has updated the site and its many links. You can download and read the current edition of TellTales before it can reach your mailbox, as well as many of the past editions. You can also access information on other areas of the Sailing

Club as well as links to interesting sites containing boating information.

As reported by Mike Byrne, the dishwasher is installed and working as designed and the first official use was at the 'Beat the Winter Blues Social' last Friday night, 2nd February.

Lawrie Neish has suggested that anyone interested in having their anchor chain, anchor or anything else galvanised can combine their articles with his. He will be sending some items in to be galvanised and would include anyone else's. The metal shop requires a certain amount in order to have a reduced price. If interested, contact Lawrie.

We have received our second application for membership so far this year. Your Board will be reviewing the application at the February Board meeting, and subsequently it will be posted on the bulletin board in the clubhouse.

As Pete gets the regular racing season underway and Phyllis the social scene, we can enjoy a fun time of the year prior to actively preparing our vessels for the summer.

I will be away off island for approximately three weeks from the middle of February. During this time Mike Byrne, your Vice Commodore, will be handling my duties.

—John Farquharson, *Commodore*

## General Meeting

Tuesday, 27 February, 2001  
at 1930 hours in the clubhouse

### AGENDA

1. Call to order at 1930 hours
2. Approval of minutes of the Annual General Meeting held 28 November, 2000
3. Report of officers
4. Unfinished business
5. New business
6. Adjournment

## Video Night

Tuesday, February 20th  
at 1900 hours

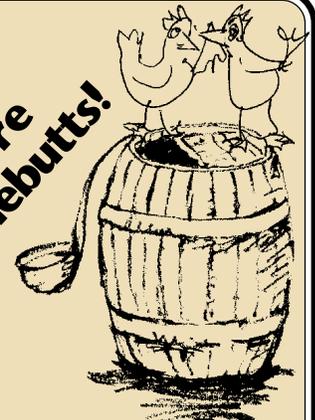
### 'Cruising north with SHAUNSEA'

—an evening with  
Lorne and Colleen Shantz

Plus the  
'Meet and greet the  
new members of 2000'

Come and get to know  
the newest members of our club!

2 more  
Scuttlebutts!



Saturday, February 10th  
at 1000–1200 hours

The sale of kitchen odds and  
ends and maybe even a bit more.

**Come out, you might get  
a good deal!**

Saturday, March 3rd  
at 1000–1200 hours

A coffee, a goodie and just  
chit-chat with fellow members

**Deadline for the next  
TellTales is 9th March**



*The new finger floats all ready for occupancy*

*Rear Commodore, Brian Swinburne, and designer of the dinghy dock, Phil Hume, make sure the new piling is straight*



## On the waterfront

### SUCCESS!

Anyone who has recently been down to the marina will have noticed that the nine new floats are in their final location and looking great. Two small groups of 'volunteers' were pressed into service during January to do the final preparation for the last phase of this project. On Monday, 29th January, the Island Marine Construction crew and piledriver barge moved onto the site and commenced their work. All piles were driven by the end of shift that day, including an additional pile by the dinghy dock. The cut-offs and capping were completed by 0930 on the Tuesday morning, and boats were moving into the slips on the afternoon of the same day.

There are many people to thank for the success of this project, from our persevering Commodore who had the unenviable task of fighting his way through the small mountain of approvals required to bring a job such as this to fruition, to my predecessor Sam Sydneysmith who made it so easy for me to pick up the ropes and run with them, to Tom Locke for his organisational skills in making all the boats which could be in

the way just disappear at the right moment, and to all the members who eagerly gave up their time to get through each phase of the project, but especially to Phil Hume whose design and modular preconstruction made everything work so well, and who was on site for every phase of construction to keep us on the right track. Thanks Phil, the club is indebted to you.

And just to prove that the work was done well, the new floats survived the heavy wind storm of February 1st and 2nd with all but a few slots occupied by boats.

Until next month....

—Brian Swinburne  
Rear Commodore

—Tony Burridge  
Fleet Captain, Cruising

## Cruising plans: the first of the season

The first cruise for 2001 is scheduled to begin Saturday 28th April. We can call it 'The Dry Run', and we hope for good weather. On Saturday we cruise around Prevost Island and stop at Montague Harbour where we shall have a Happy Hour. There should be time for a walk ashore before or after this essential social occasion.

An important note here: Montague Harbour is one of the designated bodies of water where the discharge of sewage will be prohibited after 1st June 2001. Additionally, in these designated waters a vessel which is fitted with a toilet shall be fitted with a holding tank. So, for those boaters who do not have holding tanks, going for a walk ashore will take on a new importance after 1st June 2001.

On Sunday we shall cruise to Wallace Island where we'll have a BYOB and BBQ on the dock or ashore depending upon conditions.

On Monday we can continue exploring and then return to SSISC, depending upon the demands upon your time.

There'll be posted a sign-up notice in the clubhouse before the cruise to get an idea of how many barbecues we shall need.

In May we have planned 'The Winery Tour on Saturna Island'. On Monday the 14th of May we shall cruise to Winter Cove. Transportation to the vineyard for the tour and luncheon has been planned for Tuesday. The cost for this, including all transportation, tour and wine tasting, and a very good luncheon, will be \$25 per person. Although The Saturna Lodge has raised their price this year, they are giving us the same price as last year. We'll post a sign-up sheet in the clubhouse two weeks in advance so that we can give the kind folks at The Saturna Lodge notice of our number.

These cruises and later ones are listed in the yearbook and on our website, but we'll update you in TellTales from time to time.

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## The social scene

On Saturday, January 27th, we had the first Scuttlebutt for this year. A good turnout of 24 members who enjoyed coffee, a goodie, chit-chat and checked the kitchen odds and ends which were put out, to see if there were items people had forgotten to pick up. No takers. So the next Scuttlebutt—on Saturday, February 10th—will see all, plus more, go up on the auction block; money to help buy some new dishes. So come out and buy something that you may need—or not.

Phyllis—thanks to Mike Byrne—was given the title of ‘Head of Operations and Training’, the person in charge of the new dishwasher. I’m not sure if this is a promotion with an increase in my wages or not. Not to shirk my duties, I had all the men in attendance take their first dishwasher lessons. Although they did not complete the full course, they did get to appreciate the usefulness of the machine. Anybody else can sign up at any time so if you are interested, please let me know.

This past Friday night, February 2nd, good old Ground Hog Day, the club did itself proud by chasing away any chance of winter coming back this year. An early spring has been predicted. Thanks to April Steel for making the ‘Beat the Winter Blues’ night look like Rosie’s Mexican cantina. The clubhouse looked fantastic: palm trees, red chili pepper lights, candles on the tables and in the windows, and the music of Jimmy Buffett. The clubhouse was a-hopping. Members arrived in their colourful attires—lots of Hawaiian shirts and skirts, Bermuda shorts, Tahitian skirts, Panama hats, leis, beads and more. A special thanks to the maker of those margaritas—Barb Todd. A good job. Candace, thanks for jumping in to help out at our busy bar. Also, thanks to Glynnis Horel and Mafalda Hoogerdyk for the music. It was a fun-filled event with the crew doing the limbo, pin the tail on the burro and, of course, beating the piñata.

Next on the social calendar is the video night, ‘Cruising north with *SHAUNSEA*’—

*Now the men know how dishwashing’s done (l to r): David Jardine, Jim Ganderton, Dick Pattinson, Per Rasmussen, Lorne Shantz, Gary Railer, Bill Foster*



*Martin Hoogerdyk does a colourful limbo, Donna Wrigley and Liz Anderson raise the bar, while David Spencer looks on*



BARB TODD PHOTOS

an evening with Lorne and Colleen Shantz. As you no doubt are aware, Lorne and Colleen have been travelling the north end of Vancouver Island for 17–18 years in their boat *SHAUNSEA*. They have a great video, shot by Colleen, of last year’s travels. Come and share in their adventures. Get some tips on good anchorages, provisioning of your boat for 2 to 3 months of northern travel and, of course, some ‘bear tales’.

Another Scuttlebutt is planned for Saturday, March 3rd. Come out and see what we can get up to.

The other social on the horizon is the ‘St. Patrick’s Day, Truth or Blarney’. Get your stories ready so we can decide if they’re really true or not. I am told by a little leprechaun that all people are descended from the Irish, so don’t be bashful; wear the green and bring your stories for a fun evening!

Finally, on March 27th, by popular demand, Hugh Greenwood will be presenting an evening on ‘Anchoring and anchorages’. Stay tuned for next month’s TellTales to learn more.

—Phyllis Waltho, *Staff Captain*

**Visit our club website** at [www.islandsails.com/sailingclub](http://www.islandsails.com/sailingclub)

and learn more about our club, enjoy the most recent (as well as previous) TellTales in glorious colour, or catch up on the latest racing results. The newly expanded website also features the complete club calendar, the 2001 cruising schedule, information about reciprocal clubs (together with their website addresses), and the latest information about our junior program. There are also lots of great links to other marine sites. If you like TellTales online, consider cancelling your paper subscription—and save the club some money.

## A “thank you” from the editor

Photographs always add excitement to our words, so I’d like to thank the many members who contributed such visual delights during 2000: Phil Mason, Jim Ganderton, Jim Spencer, Pete Drage, Barb Todd, and John Cameron. Remember: don’t leave home without your camera!

# RACING NEWS

## The Ground Hog Trophy

The season—and the new handicapping system—got underway with the traditional course around our two ‘favourite’ marks, Batt Rock and the new improved Welbury Spar. The reverse handicap start set the ‘slowest’ boat, *MINKE*, off first with 11 others spread out behind, with start times calculated to balance out the finish.

A fine SE breeze had the fleet tacking to Batt Rock but making no inroads on *MINKE*’s lead at all. Only Tony Brogan with the wee *CHEEKY BUOY* had closed the gap to any great extent but, once around the mark, spinnakers flew and

*DERYN MOR* looked to be in with a chance of overhauling the leaders.

As the racers turned the Sisters light for home, the wind became lighter and lighter and that was that. *MINKE* crossed first, recovering a brief loss of the lead

to *CHEEKY BUOY* on the way past the islands. *OSCAR*, starting almost 15 minutes after *MINKE*, finished a fast-closing fourth behind third placed *DERYN MOR*.

A good start to what promises to be a very interesting season.

Place	Boat	Rating	Skipper
1	<i>MINKE</i>	297	Tony Meek
2	<i>CHEEKY BUOY</i>	267	Tony Brogan
3	<i>DERYN MOR</i>	228	Kevin Vine
4	<i>OSCAR</i>	168	John Cameron
5	<i>DRAGON</i>	242	Peter Drage
6	<i>FANDANGO</i>	158	Philip Grange/Art
7	<i>NUMTIJAH</i>	268	Neil Buchan
8	<i>BALLATER</i>	238	John Farquharson
9	<i>ALMUCANTAR</i>	214	Hugh Greenwood
10	<i>SAORSA</i>	221	Tony McEwen
11	<i>FINAL DASH</i>	181	David Wood
12	<i>DRAFTY ACRES</i>	196	Bill Bull

## White Sails Division

With the departure of two-time winner *NUMTIJAH* and perennial bridesmaid *ALMUCANTAR* to the ranks of the spinnaker flyers, this division is wide open. Newcomer *FINAL DASH* is unlikely to complete the season without a chute, the Commodore has already decided

to display his awesome asymmetric, so we await the return of *VALHALLA II* and *GWAIHIR* to do battle with the keen but inexperienced *DRAFTY ACRES*, or is there a dark sheep lurking out there—*LA PALOMA*, *ATHENA*, *PIPE DREAM*, *IMPULSE*, *AQUILA*, who?

	Boat	Rating	Skipper	Ground Hog
1	<i>BALLATER</i>	238	John Farquharson	42
2	<i>FINAL DASH</i>	181	David Wood	17
3	<i>DRAFTY ACRES</i>	196	Bill Bull	8

## Wiarthon Willie and Puxatawney Phil —move over!

After the first award race of the season, the Ground Hog Trophy, *NUMTIJAH* returned to the dock and was visited by the nautical version of the famous animals: our very own Ganges Gertie. This young female cavorted about on the dock for several minutes, much to the delight of several skippers. There was even time to fetch press cameraman Kevin Vine who took these pictures.

Gertie’s forecast for the weather?  
Otter!



KEVIN VINE PHOTOS



The next race is the ‘Ben Mohr’ on the 11th, a run out to Galiano and back. This is one of the few events John Cameron has never won; let’s keep it that way!

—Pete Drage  
Fleet Captain, Racing

## Club races coming up

Sunday, February 11th  
**BEN MOHR ROCK RACE**

1000 start - TL 1430  
9.0 NM - Starter John Cameron  
Start - Ben Mohr (P) - Finish

Sunday, February 25th  
**McMILLAN TROPHY RACE**

1000 start - TL 1530  
10.6 NM - Starter Kevin Vine  
Start - Batt Rock (P)  
- Ben Mohr Rock (P) - Finish

Sunday, March 11th  
**PREVOST ISLAND RACE**

1000 start - TL 1630  
13.1 NM - Starter Phil Hume  
Start - Prevost Island (P or S)  
- Finish

## The Team Contest...

this year has different format in as much as all boats will count their points in the team's total in every race, thus putting a premium on good attendance.

Tony Brogan also added a new twist by naming his team the 'Rum Runners', complete with custom war flags, thereby indirectly challenging John Cameron and Pete Drage, the other captains, to also show some initiative in naming their teams. We now have (Pete's) Privateers, and John has named his team the Elephants—although it is not yet clear if this is a reference to our club burgee or the speed/size of his sailors.

Team	Captain	Ground Hog
Elephants	John Cameron	300
Privateers	Pete Drage	233
Rum Runners	Tony Brogan	108

## Would you lie to crew on a club boat?

There are a few race skippers looking for boat crew on Sundays and Wednesday evenings during the summer.

Experience is not that important if you are keen and can turn out on a fairly regular basis. Racing takes place every other week. It's competitive but friendly, and if you'd like more information, or would like to volunteer, contact Fleet Captain Racing, Pete Drage at 537-1358 or pdrage@saltspring.com.

## Sailing around Vancouver Island

By Dick Pattinson, GWAHIR

### Part 5: Heading south

When one heads out of Winter Harbour, and down past Kains Island, be aware of Robson Rock and South Danger Rock as shown on the chart. Lawn Point is an interesting spot. Although I have not been ashore there I have flown over it and taken pictures. It is well named as it appears to be grass-covered but the grass happens to be shrubs and bushes. It looks as if you might land there and as a matter of fact, during the last war a warplane did just that, under weird circumstances.

The story was told to me by Otto Botel, a fisherman from Winter Harbour. It seems that the plane landed on the point and, before it could stop rolling, crashed into the line of trees at the back of the 'field', setting the trees on fire. The crew managed to get out as not all the plane burned. Fishermen found the aircraft sometime later when they went ashore just looking around. They found about eight bodies sitting around the site of a campfire and their dog tags had been removed. The authorities were notified and the Canadian Army came in and blew up the aircraft with explosives. The fact that they were all dead when there was seafood available was something no one could figure out. Sometime before they were found, a troller from Winter Harbour saw a person on a raft out in Brooks Bay and offered to pick him up. He was told to stay away—the fellow did not want to be rescued! Later on when the plane and bodies were discovered, the fishermen figured that it was a plane taking an army payroll to Alaska and one of the crew high-jacked the money and was waiting for an accomplice to pick him up. What a story!

Anyway, I was interested in going ashore but never made it. Otto said that it would be hard to find anything now with all the growth and the fact that it was blown up by the army. The last time he was there he said he looked around and found that he was standing on part of the wing. My son has been ashore there but was not looking for the aircraft. He did take a dandy panoramic series of slides of the scene from the beach. In the distance one can see Solander Island and Brooks Peninsula. To explore the site, I think the best way would be to anchor the main boat in an out-of-the-wind bay near Newton Entrance and go to the point by Zodiac or dinghy.

One popular anchorage in the area is at Klaskino Anchorage. A large scale chart, Scouler Entrance, is handy for this exercise as there are a few rocks in the area. From the anchorage, one can go exploring in a small boat. There used to

be a beautiful waterfall in the creek south of the anchorage but a few years ago it was ruined by the 'smash-and-grab' loggers from Mahatta River. They are clear-cutting a lot of the coastal forests in this area. Near the waterfall is also a substantial 'hunter's' shack.

Caution is necessary to get out of this location. There is a passage to the west of Morris Rocks. When crossing Brooks Bay, get a GPS reading for Hughes Rock and keep clear. The entrance to Klaskish Anchorage is marked by Donald Islet, which has a light on it, rather hard to see but it's on top of the islet. There are can buoys on the ESE side of McDougal Island but for the most spectacular mooring go farther into the inlet and up through the narrow entrance into the inner basin. There are at least a half dozen buoys there in this land-locked paradise. There are supposed to be a lot of crabs in this basin near the river mouth. One fault with this location, which is surrounded by high hills, is that strong winds sometimes come down off of these hills at night.

Due to the western exposure to the northwest side of Brooks Peninsula, I don't like to tarry there. A more or less straight course from Donald Islet down between Clerke Islet and the Clerke Reef leads one down past Hackett Island which looks like someone did hack it in two. In behind Williams Island is a nice beach with a stream flowing through it. In one of my adventuresome moments I landed my seaplane in this creek for a look around. There was a wrecked fishboat on the beach which I recognised as having done some work on.

One cannot miss Solander Island. It is off Cape Cook and is a bird sanctuary. At one time there were hundreds of birds there. A lot of them would fly out to look the boat over. When we went by in 1997 they were conspicuous by their absence. Some boats go between the island and the cape but I think the more prudent passage is outside of the island. Imagine the job of servicing the light and radio equipment perched on the top of the island!

### Part 6: Past Solander Island

Check the chart and stay out from the rocky shoreline from here to Clerke Point. A GPS waypoint off Clerke Point would lead you past the shallows at the point. The next course is for Jacobson Point as just around it, tucked in behind the island, are mooring buoys. On the way, try trolling past Quineex Reef. It is recommended to tie to a mooring buoy if there is any prospect of westerly gales at Cape Cook, as the winds come down off

*Continued on next page...*

of the mountains right into Columbia Cove. On the way into the Cove you will pass a former Coast Guard vessel on the beach. The bottom on it was getting thin so the Coast Guard sold it to a west coast logger who, unfortunately, ran it aground. It is deteriorating over the years.

This is the spot where Phil Hume and an accompanying boat got quite a scare. They passed a dive boat on the way in just opposite the wreck. The sullen fellow on board did not return their wave. That night after they had retired they were awakened by gunfire. There were different types of automatic weapons being used. They were afraid to go on the air to call the Coast Guard. Next morning when they looked around the corner there was not a sign of anyone nor of any boat. Hijackers of a dope cache? Ask Phil about it.

To get to a dandy sandy beach, complete with a fresh water stream for bathing, take the dinghy and go into the arm to the west. Figure on the tide doing something, like going out and leaving your dinghy high and dry! The trail entrance is on the south side of the little inlet and is marked by a B.C. Parks sign. You might leave your dinghy on the north side going in, due to the shallowness, and walk the shoreline down opposite the sign where you can usually get across on a log. The trail takes about 25 minutes to walk and comes out on a fantastic stretch of sand. At the western end the stream flows down out of the woods. There are all kinds of interesting items for beachcombing. I got a hard hat from Japan last year! There was even a weather buoy there, which I reported to Tofino Radio, but it was there two or three years later so I guess it was not worth salvaging.

O'Leary Rocks usually have a lot of sea lions lying on them. A small boat would be handy to get close. The idea is to get around this rocky area and into Battle Bay where you can drop the hook and explore. The most interesting place, to me, is out near the end of Acous Peninsula. To get there, go ashore near where it shows a passage between the main island and a smaller island to the left. The passage may be flooded at an extremely

high tide but to me, it looks like this rarely happens. It is rather difficult going as the grasses and shrubs have grown over logs and ditches but it's really not that bad. Anyway, after traversing this passageway, walk along the beach to the right and around the bay. You will come to a site out near the end where the Indian village once was. Look carefully into the trees and you should see the only remaining standing pole. Nearby there is another pole lying face down. It has been

only a motor running off a big drum of gasoline. It was driving a generator which was powering a radio beacon setup. How weird—not a soul around and this machine running steadily. No tents, no buildings, nobody. We figured it was a temporary radio beacon for some reason. And no coffee!

There is a small creek coming into Battle Bay from the west. When the tide is in it's a pretty site. This is where the natives used to gather for their potlatches. I read this somewhere.

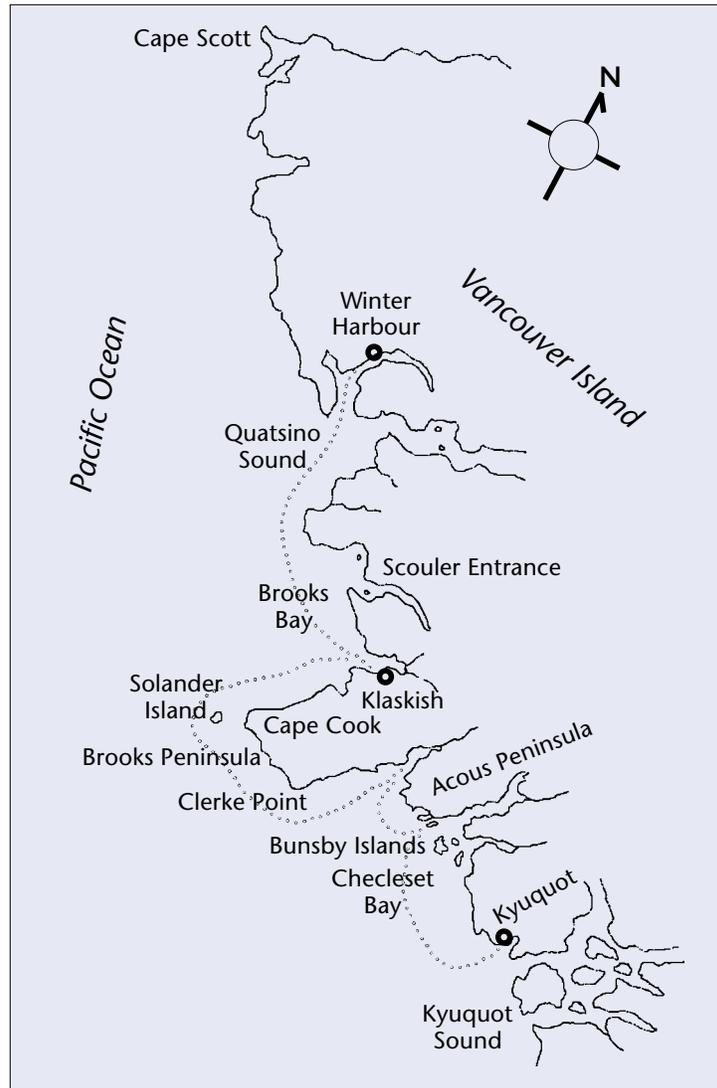
There is a burial island which is interesting in the fact that there are the remains of canoes, although most have disintegrated. On one there are three skulls, covered with moss. The location of this island is marked IR on the map and is SE of the village site. Take the dinghy to this spot.

To the north of Skirmish Rocks, where a creek flows into Battle Bay, is a place where kayakers are flown in. Max Fitch and I watched a Beaver fly into and out of there one afternoon and could not figure what was going on until we walked along the beach. Around the Bunsby Islands you will see sea otters floating on their backs. This is where they were introduced a few years ago and they are spreading out from there. There are various anchorages throughout this area. To leave for Kyuquot, go through Gay Passage and there is a clear, straight course down the coastline. Near where you turn, there are several sea caves.

Spring Island may be worth a visit but the only thing that wasn't bulldozed into the water when the Loran station was closed is the helicopter pad. To explore the other nearby islands it is suggested that per-

mission be obtained from the natives, across the harbour at Kyuquot. Getting into Kyuquot is easy when you follow the beacons which start at Rolston Island. There is a good government dock at Kyuquot and they even take garbage. The store is well stocked and there is a fuel station and a restaurant. It is to the right from the head of the dock. A trail leads along the shoreline in both directions and it is a good way to stretch your legs after boating. Kyuquot is the destination of the *UCHUCK THREE* from Gold River and there is a B&B above the store for the passengers.

*To be continued.*



that way for a long time as a tree is growing on top of it. At the site you can see the outlines of where the big dwellings were. This walk should not be attempted if the tide is high as you cannot get along the shoreline. In that case take the dinghy and go by sea.

Quite awhile ago another fellow and I flew over there and landed in Battle Bay. We had heard about the village site and wanted to explore it. We walked through the passageway and could hear a motor running. "Good," I said, "there's a camp there and we can get a cup of coffee." We walked along the beach and up to the grassy area, but no camp. There was