

SALT SPRING ISLAND SAILING CLUB

TellTales

VOLUME 20 • NUMBER 1 • JANUARY 2001



Standing (and sitting) room only at the New Year's social

Welcome new millenium!

It was a great New Year's Day party with an exciting pre-party race, hot rum, and delicious quiche, beans and salad in the clubhouse.

John Cameron won the novelty race—and is seen here trying to eat a tennis ball, while Fleet Captain Racing Pete Drage and Commodore John Farquharson look on



Commodore's report

January is generally a quiet time for the members of the Sailing Club as we all slowly get back to normal after the hectic Christmas season. However the members of your Board are hard at work preparing for the upcoming season.

There are three relatively large projects underway which were started during the past year.

The installation of the nine new fingers off C dock is nearly complete, we expect the piles to be driven in the last half of January. After the new fingers are installed, the allocation of moorage by your Wharfinger, Tom Locke, will take place. If you desire to move to one of the slips on the new fingers please send your application to Tom.

Mike Byrne and helpers have completed the installation of the new commercial dishwasher which will be a great assistance to our Staff Captain, Phyllis Waltho, and her many assistants.

The operation of the dishwasher will be restricted to a small select group of members in order to prevent any unintentional misuse.

Our engineering group continues to monitor the underground water levels on our club property in order to determine the best solution to prevent bank slippage. Thank you to those member who have assisted your Board in the completion of these tasks.

The beginning of the year is a very busy time for our Secretary as Glen has to send out notices of the change in Executive to the local media and interested departments of the government, letters of affiliation to our reciprocal clubs, as well as continuing with the internal requirements of recording minutes of our Board meetings and the distribution of the monthly TellTales.

There was a great turn out for our first
Continued on page 2



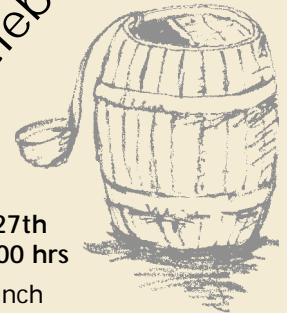
'Beat the Winter Blues!' social

Friday, February 2nd,
at 1900 hrs in the clubhouse

Dig out your Hawaiian shirts, your Bermuda shorts or your Mexican sombrero and pretend you are in a warm sunny place with good music, friends and laughter everywhere.

Come and help us celebrate.

Scuttlebutt



Saturday morning,
January 27th
1000-1200 hrs

We re-launch a Scuttlebutt at the clubhouse!

Please drop by and enjoy a coffee and a goodie. Sit and chat with other members about anything and everything.

See page 2 for more information

A close-hauled ship you'll *never* see
Give way to one that's running free.
It's easier running free to steer
And that's the reason she keeps clear.

With wind the same side, running free,
One's to windard, one's to lee.
The leeward ship goes straight ahead,
The other alters course instead.

Both close-hauled or both quite free
On different tacks, we all agree,
The ship that has the wind to *port*
Must keep well clear, is what we're taught.

At other times the altering craft
Is that which has the wind right aft.

—From 1937 Manual of Seamanship

Deadline for the next TellTales is 2nd February

On the waterfront

Happy New Year!

Things have been pretty quiet on the foreshore over the last month, even the weather has been relatively friendly with no major storms to cause any concerns. With regard to the new fingers for C dock, as predicted last month and thanks to a very enthusiastic work party, all nine floats have been assembled and decked and are presently tied up to the west dinghy dock. A recent small work party has installed the hinges onto the floats, one each of the matching pair have also been attached to C dock. This leaves the next and final phase of this project which is the attachment of the new fingers to C dock and the driving of piles at the end of each float. The piledriver is rumoured to be in Nanaimo and our project is next in line, though no firm date has yet been set, we will be advising affected boat owners on C dock as soon as this date is nailed down.

And now a request, if any member while walking the docks sees anything they feel needs fixing or any ideas for improvements (within reasonable cost limits) please give me a call and let me have your ideas.

Until next month....

Brian Swinburne, *Rear Commodore*

Commodore from page 1

fun race and social on January 1st along with a beautiful sunny day which we hope is a precursor to the activities at the club in the coming year

We continue to receive applications for membership in the club. When applications are received they are reviewed by your Board and then posted on the club bulletin board prior to being voted upon, as per the bylaws. We currently have one application posted.

We regret that the following members have resigned: Charlie and Cathy Afford, Jim and Sandi Ballantyne, Carel and Eltji Boekwyt, Bud and Brenda Bowes, Robert and Pam Brodgesell, Anne Flood, Wilfred and Jessie Peck, Gary and Meredith McLeod, Brent Spohn and Shelly Carlen, Graham and Nina Tweddle.

Please welcome the following members who have joined us during the past year: Bill and Rosie Foster, Jay and Peggy Nixon, Fluvio Limongelli and Margaret Barrand, Robert and Carol Scott, David and Nancy Wood.

Along with our video night on February 20th we would like to see as many you as possible out to welcome the new members. Happy New Year to you and your families.

2

—John Farquharson, *Commodore*

House and grounds

The dishwasher is now fully operational. However, only those members who have taken the training course from our Staff Captain can use it.

I would like to acknowledge several people who helped in this project:

Original idea - Mary Neil

Research and acquisition - John Pankhurst

Plumbing - Steve Thomas

Carpentry - Dave Arnott

Head of Operations and Training

- Phyllis Waltho.

Thank you to all!

By the time you read this we will have installed two wireless speakers in the clubhouse to provide better sound when using the PA system or Karaoke.

Suggestions and/or ideas are most welcome in regards to the grounds or clubhouse improvements.

—Mike Byrne, *Vice Commodore*

Scuttlebutt revived!

On Saturday morning, January 27th, 1000 to 1200 hrs, we re-launch a Scuttlebutt at the clubhouse. Please drop by and enjoy a coffee and a goodie. Sit and chat with other members about anything and everything.

This particular Saturday, the club's odds and ends will be put out on display to see if possibly you forgot to take home a dish or two from a potluck or maybe a work party. Come and check to see if maybe you did leave something here.

Then on Saturday, February 10th, same time, the items not claimed will be put on sale. This will help utilise the kitchen cupboard space to better advantage, and the money earned from this sale will be used to help purchase much needed dishes and cutlery to supplement the present ones being used. Anything not sold will go either to the Lions Club or to the Thrift Store. If you are looking for a bargain or two, come out to Scuttlebutt and see what you can take home at a good price.

—Phyllis Waltho
Staff Captain

The social scene

The Christmas party was quite a successful evening with about 65 members in attendance. Santa had to be on her toes as there was lots of 'exchanging' of gifts. Next year, rules will have to be set for the exchange!

All had a good time. A special thank you to the elves—Candace, Connie, Gail, Angeline, Lena and Barb. Also, thank you for your generous donations to the food bank.

New Year's Day social / Hot Rum Race was also very successful with approximately 75 members and their guests attending. Commodore John extended New Year's greetings. Then all sat down to a hot rum and a light lunch. Thank you to the New Year's crew—Susan, Claire, Peg and Mike. And special bouquets to all those who pitched in with the cleaning up.

A good beginning to another year.

Tuesday, February 20th, at 1900 hrs., we are having a video night—'Cruising North with Shaunsea'. As you no doubt are aware, Lorne and Colleen Shantz have been travelling the Inside Passage for close to 20 years. Come and enjoy this past year's video experiences with the two of them. It promises to be a good evening.

I had the pleasure of testing the dishwasher today. It was a joy to use. It certainly will make a big difference on those kitchen clean up chores.

—Phyllis Waltho, *Staff Captain*

Wanted

Good used no. 3 jib for 30 ft boat with furling. Call Terry Ison at 537-1988.

Visit our website at 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. There are also lots of great links to other marine sites.

TellTales is published ten times a year by the Salt Spring Island Sailing Club
152 Douglas Road, Salt Spring Island, B.C. V8K 2J2

Any part of the publication may be freely reproduced in not-for-profit publications. Please mention us as the source and also send a copy of your publication to the Editor. We are a self-help club where everything is done by members who volunteer their time and expertise, so please come forward with articles, photos, letters, non-commercial want ads, questions or comments. Send material for publication by email or leave in the 'TellTales' box in the clubhouse. And, if you have time, visit our club website at www.islandsails.com/sailingclub.

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

RACING NEWS

Hot Rum Race

The season started off in fine form with the 2001 Hot Rum Race. The mirror surface at the start quickly became a 10-knot breeze in warm, sunny weather. Perfect January weather for a normal sailing race. But this was not a normal race, thanks to Race Captain, Pete Drage.

Since this race does not count towards the season points trophy, Pete decided to add a twist. Each skipper was given a tennis ball to use as ammunition on the water. Any boat hit with a ball had to reround the previously rounded mark. What started off as a normal race quickly degenerated into a brawl on the water. The racing was fast and furious with many close calls, lots of laughter, and many tall tales told later in the clubhouse.

In the end, the rum went to John Cameron, first across the line on Oscar. After that, it was anyone's guess as boat after boat crossed the line but returned

to the fray to deliver more projectiles.

Thanks go to Phil Mason for providing the tennis balls.

Snow Flake Racing

After a couple of disappointing turnouts in December for series organiser Tony Brogan, the first race of 2001 produced a record entry of 8 boats, but a weak wind at the start finally died and nobody finished the course, however it was a nice mild day and fun while it lasted.

A hastily arranged race on the 14th produced only four entries but a fine breeze, which propelled the racers around Prevost Island. The NW wind was a little too fine on the bow for the trip back from the Channel Islands otherwise the lead boat would have posted an excellent time for the Prevost Challenge. Kevin put his time in anyway just to give us something to shoot at.

Next Snowflake, January 21st, is the last chance to get the boat tuned before the trophy season begins.

—Pete Drage
Fleet Captain, Racing

Coming up

Snow Flake Racing

January 21st, Start 1000
Course decided on the day

The first trophy events for 2001:

The Groundhog Race

Sunday, January 28th 1000 start
Reverse handicap start
Starter Pete Drage
Course: St Batt Rock (P)
- Welbury Spar (P) - Finish
6.6 NM - Time Limit 1330

Ben Mohr Rock

Sunday, February 11th 1000 start
Course: St - Ben Mohr Rock(P)
- Finish
9.0 NM - Time Limit 1430

One of the few races OSCAR has never won, come out and keep it that way!

Coffee and donuts in the clubhouse at 0845 prior to each race, Skippers Meeting at 0900.

Racers get a new rating system for 2001

In an effort to make club racing more equitable and to encourage greater participation the Racing Committee is implementing, after a vote among active racing skippers, a new handicap rating system. This system will take into account the standard base used in previous years but will add or subtract from that figure depending on actual performances over a series of races. As skippers' results improve, their rating allowance will decrease and vice versa.

The intention is that every skipper, provided they sail well, will have a realistic chance of finishing in the top three of any club race, once their proficiency level has been taken into account, by adjusting their handicap, rather like the system used by golfers.

The new handicaps shown here have been calculated using the 2000 race results, and boats racing in 2001 with no results data from 2000 have been allotted the average club adjustment of 32 secs/NM.

From the start of this season each race a skipper finishes, provided it is deemed a qualifying race, will be scored for future handicap adjustments. This adjustment will take place after 8 qualifying races for a boat are recorded. A qualifying race is any race, excluding the Summer Evening Series, where the second and third boats finish within 60 seconds per mile of the winner on corrected time.

Example: in a 10-mile race the second and third boats will have to finish within

10 minutes of the winners corrected time for the race to qualify for handicapping adjustments.

In a qualifying race each skipper's adjustment will be the number of seconds per mile, on corrected time, required for him or her to finish equal first.

Example: in a ten mile race the second boat is two minutes and the third three minutes behind on corrected time, the adjustment will be 12 (120 secs/10 miles) and 18 (180 secs/10 miles) respectively.

A 60-second/NM limit will be placed on the allowance for each boat in each race to try and lessen the effects of our variable conditions.

A percentage limit, still under discussion, will be placed on the maximum club allowance for each boat.

Base ratings will apply for Round Salt-spring and the Inter Club Challenge.

The new ratings

Boat name	Base rating	Club rating	Total rating
ALACRITY	129	41	170
ALMUCANTAR*	194	35	229
AQUILA	231	32	263
AQUARIUS*	222	32	254
ATALANTA	145	44	189
ATHENA*	236	32	268
BALLATER*	194	44	238
DRAFTY ACRES	164	32	196
BEOWULF	288	44	332
CALLALOO	198	32	230
CHEEKY BUOY	241	26	267

Boat name	Base rating	Club rating	Total rating
DERYN MOR	227	0	227
DRAGON	224	18	242
ELECTRA	144	44	188
FANDANGO	138	20	158
FANFARE*	216	32	248
FINAL DASH*	137	32	169
FYLGIA*	236	32	268
GULF WINDS*	308	32	340
GWAIHIR*	262	44	306
GYPSEA	257	32	289
HAREM*	216	32	248
HESSIAN	129	32	161
IMPULSE	205	32	237
KI WEST	223	32	255
LONE RANGER	208	29	237
LA PALOMA	251	32	283
MINKE	281	16	297
NAIAD*	242	32	274
NIGHT MOVES	271	44	315
NUMTIJAH	231	37	268
OSCAR	168	0	168
TABASCO	251	32	283
PIPE DREAM	215	32	247
RAMPANT	124	32	156
SAILFISH*	218	32	250
SANDBIPER*	249	32	281
SAORSA	177	44	221
SLY FOX	217	41	258
STEEL AWEIGH*	242	32	274
TOAD HULL	240	32	272
TALLULAH RAVEN	246	32	278
TINKER*	256	32	288
VALHALLA II*	294	30	324
VECTIS	198	32	230
WHISPER*	236	44	280
WINGS	216	32	248
YEOMAN OF C	132	36	168

* NFS

Sailing around Vancouver Island

By Dick Pattinson



Part 3: Bull Harbour

Bull Harbour is located on Hope Island which is an Indian Reserve. It was formerly leased by the Department of Transport for a marine radio station which was operated there for many years. When the lease ran out it was not renewed and the buildings and much of the equipment were abandoned. There is a sign at the beginning of the road from the dock which welcomes you and is signed by the Indian Nation.

The light at the entrance to the harbour is called Godkin Point and the entrance is guarded by steep cliffs. Keep to the right at the island blocking the entrance. As you round that, you will see a float with a blinking navigational light on it. This light and the float belong to the Federal Government. You may use it, but it is also used by draggers and packers who arrive at all hours of the day or night and who resent your being in their way. The bright lights and noise are not worth the convenience of using the float and in the morning you may find fish offal thrown on board your boat.

Further into the harbour there is a marine wharf where the ramp to get ashore is located. This wharf is too high for all but the biggest of vessels. The most satisfactory anchorage here is to drop the hook in the harbour and use the dinghy to get around. However, check your depth and remember that in these northern latitudes there is a much greater range of tides than around Ganges.

The ideal time for leaving Bull Harbour for Cape Scott is early in the morning around five o'clock when it is high water slack. This is the best time to cross Nahwitti Bar as it will be calm and you will have a tidal push toward your destination. You will notice the ocean swell as soon as you cross the bar. It is not bad but it is there to remind you that you are headed for the West Coast.

However, do not leave Bull Harbour without exploring the site. You can leave your dinghy at the ramp and walk up the road along the east side of the bay. You will come to a helicopter pad which is settling, then a power house which is empty. Further along, as you start to turn

the corner to the left, you will pass the water supply which are ponds, and remains of the pumping and purification plant. Then the houses start along the left side of the road. They are in various degrees of repair. The old station is located where a ramp runs out into the bay. The last operating station is located farther west at the end of an overgrown trail which is practically impassable. Don't bother with it. Across from the station, on the right hand side of the road, is Roller Bay where the seas come crashing in, coming all the way from Japan. You will notice that the boulders are polished from the constant grinding. If the tide is down there is a nice walk along the beach to the westward. After the end of the houses, I noticed a dog's grave. 'Woofers, a friend to all'.

Part 4: Around Cape Scott

Well, you have looked in the tide book under Tofino and figured out that high water slack is at five a.m. in the morning on the Nahwitti Bar. The weather reports are favourable. The weather looks alright. Then go for it!

Be all ready to go before high slack as it will take a while to get out to the Bar. The following are fishermen's comments on the coast from here to Winter Harbour: Cape Sutil - popular fishing anchorage. Excellent in a westerly but some surge in strong winds. Excellent for crabs. Fishermen's Bay is good in moderate westerly. Nissen Bight (extreme south bay) has a trail to Hansen's Lagoon and Cape Scott. Good beach-combing beach to west. Anywhere from Nahwitti Bar to Cape Scott, in close to land, is good in strong SE winds. Watch at Cape Scott as sometimes strong SE winds will come up Goletas Channel. In a strong SW it is possible to anchor in Experimental Bight but watch for wind change to Westerly. There are nice sand dunes and a trail to the lighthouse. However, carefully choose a spot to be able to get the dinghy off the beach without swamping it. Guise Bay on the other side of the Cape is another possible anchorage but has rocks on the approach. This anchorage is terrible if the wind should switch, as are most one direction anchorages.

Now for Cape Scott. Stay outside of the 18 fathom depth to avoid rocks. There are strong currents at times which do not correspond to the tide book. Definitely forget passage with opposing wind and tide. Don't bother with the Scott Islands, appealing as they appear. They are covered with a thick impenetrable forest so that there is beach-combing only. Hansen Lagoon may be used as an an-

chorage in any light wind or moderate to strong SE. Check the chart for suitable depths. The next safe anchorage is Sea Otter Cove. Do not attempt to enter it through the first (west side) entrance but go down around Winnifred Islands and enter the marked channel. It is narrow and can be easily missed. Inside there are numerous mooring buoys but the Cove is quite shallow so keep an eye on the chart and sounder. Remember the greater tidal range in these latitudes. Often it blows stronger in here than on the outside. Some feel that Hanna Point bay is a better anchorage in a westerly and it is easier to observe the outside winds. If there is a strong south easterly then use the south side of San Joseph Bay. At the head of the bay a trail from Holberg comes out and there is an interesting cave, rock formations and a cabin. There was a settlement here in the early days. In a light south east one can anchor at Commerell Point to explore Raft Cove. There is a cabin on the south side of the entrance. Farther down we come to Grant Bay. This is a good anchorage in a westerly. There is a nice beach, a cabin, and a trail over to outer waters of Winter Harbour.

Entering Winter Harbour one goes around Kains Island between it and Robson Rock. Some fisher folk with local knowledge enter through the passage behind Kains Island but one look at the chart should discourage most people. Be aware of Pinnacle Islet and keep clear. On the north side of Matthews Island is a popular anchorage. The floats and docks in Winter Harbour are left around Greenwood Point which is an Indian Reserve. During fishing season the floats are crowded. The first one is the old B.C. Packers float and above the jetty is a store with about everything you need including a liquor outlet. The prices are high, but hey, this is at the end of the road from Port Hardy. Sometimes there is a restaurant operating nearby. Take time to walk the board walk along the shore-line to view the quaint scene. There is also a trail nearby to Botel Park which runs through the woods and comes out on a beach at the entrance to the harbour. The headquarters of W.D. Moore logging company are nearby. This is a family operated enterprise which has been going for many years. Patrick Moore, the forestry advocate, is the third generation of the family.

After Winter Harbour, where you will have topped up your fuel supplies and provisions, you have two choices. Explore Quatsino Sound with its settlements of Quatsino, Mahatta River, Port Alice, Coal Harbour and Holberg, or head south to continue around Vancouver Island.

To be continued.