



SALTSPRING ISLAND SAILING CLUB

TellTales

VOLUME 20 • NUMBER 8 • OCTOBER 2001



COLLEEN SHANTZ PHOTOS

Memorable moments from the Great Salmon Feast

Commodore's report

I am pleased to inform you that we have voted in five new members to the club. They are Donn and Nancy Comte, Alan and Janet Davidson, Rick and Joan Gilleland, Rick and Sharon MacKinnon, and Norbert Schlenker and Norah McCloy. When the opportunity arises, please introduce yourselves and welcome them to the club. This brings the total new memberships so far this year to sixteen, thirteen Regular members and three Associate members.

Bill Bull has accepted the position of Round Salt Spring Race Manager. He will be coordinating the many volunteers who make this yearly event so successful. As well I am pleased to inform you that John and Ruth Pankhurst have accepted the position of Catering Managers for the same race weekend. I hope Bill, John and Ruth will receive the same wonderful cooperation their predecessors enjoyed in the past.

We have the Fall Work Party coming up on 3rd and 4th November in order

to prepare the docks and grounds for the winter season. As in past years, with a good turnout we will probably get most of the projects completed on the Saturday. Please bring your favourite gardening or woodworking tools as I expect Mike and Brian will have the usual selection of things for you to do.

At the last Executive meeting a review of our reciprocal clubs took place and as a result of this the Flounder Bay Yacht Club was removed from our list.

Terry and Betty Small have moved to Comox and *NIGHT MOVES* is now alongside the dock in Comox. They both contributed greatly to the club and their company will be missed.

Mark the 17th of November on your social calendar, as the Commodore's Banquet will take place that evening. Watch for details in TellTales and/or on our web site www.saltspingsailing.ca.

—John Farquharson
Commodore

Don't miss the Fall Work & Clean-up Party!

Saturday–Sunday, 3–4 November
0830–1630 hours

Bring your favourite tools and join the crew of shipmates!

Coffee and doughnuts, delicious cold buffet and refreshments, and beer for those who hang in 'til the end of the day!

It's time to honour our Commodore at the annual Commodore's Banquet and Ball

Saturday, 17 November, 2001
at Meaden Hall

Happy Hour at 1800 h
Dinner starts at 1900 h

Dance again to the popular Swing Shift band and enjoy the company of your fellow sailors!

Ticket price is \$22 per person

For reservations, please call Candace at 537-5073 ASAP

Racers Awards Evening

Everybody's invited to an evening of trophy presentations and tall tales of 'real sailors'!

Saturday, 10th November
at 1900 h in the clubhouse

Check with Fleet Captain, Racing Neil Buchan at 653-9253 for more information

Please note that the October Fest, as listed in the Yearbook calendar, has been cancelled.

Deadline for the next TellTales is 2nd November



COLLEEN SHANTZ PHOTO

Chief barbecuers Dave Arnott and Harold Brochmann trying to decide who'll flip the next salmon fillet

The Salmon BBQ—another great success

The cruising season culminated on a sunny day at Douglas Beach (a.k.a. the club) where sixty enthusiastic fin eaters and five hoof eaters mingled among the sunbrellas, beach balls and seashells. After salmon seconds were consumed and leftovers sold off, folks were still asking, "what's in Arnott's secret sauce?" Many thanks to the crew members from *AQUARIUS*, *CUTTY SHARK*, *CALISTA*, *KANGA*, *NUMTIJAH*, *ROSE OF YORK*, *MOKU PE'A*, *STEEL AWEIGH*, *TOAD HULL II*, *WHISPER*, and *WINGS* for decorating, filleting, flipping, marinating, scrubbing, serving, selling and hauling for another great Salmon BBQ. The grill was courtesy of the Rotary Club.

—April Steel

Safety in numbers

If there ever were a fire at the clubhouse we could potentially lose many of our historical records. It would seem sensible to systematically organise a 'remote backup', and I would like to start with the Yearbooks. I have in hand (or can acquire) all of the Yearbooks except those for 1984, 1989, 1992, 1994, 1996 and 1997. If you have—and are willing to donate—your copies for those years, please get in touch with me. If this effort is successful I will tackle other historical documents later. Please call me at 537-9215 or email jprothero@saltspring.com.

—John Prothero
(Apprentice Club Historian)

On the waterfront

Again there is very little of interest to report on waterfront activities, so I will take this opportunity to remind members of the up and coming Work Party Weekend on the 3rd and maybe 4th of November.

Activities will centre around removal and replacing timbers in selected locations, both on the docks and also the pier. For this work we will need wrecking bars, hammers, circular saws and anything else you might want to use. We will also be checking and if necessary tightening hinges and hardware throughout the marina. If there are any others projects you would like to see worked on over that weekend, please drop a note into my box so that I may secure any materials required. We will be posting a list in the clubhouse of jobs to be done about a week in advance of the 'Party' weekend, look forward to seeing you there.

I would appreciate any and all help to organise some good weather for that weekend.

—Brian Swinburne
Rear Commodore

Nominations to the Board of Directors

Your Nominating Committee is looking for a club Treasurer. Short hours. Practically no work. Little responsibility. Good Pay.

Seriously—we need someone to fill this important voluntary position. Please apply to Joan Myers, Les Price or myself as soon as possible.

—Harold Brochmann
Nominating Committee Chair

Invitation to join!

Have you noticed the wall hanging in the stairwell of the clubhouse or the new cushion covers on several sailing club boats? These are some of the projects made by an impromptu group that meets on Thursdays at 10 am at the clubhouse to stretch their creative interests. If anyone else out there wishes to join us, please come. Bring your lunch, an idea or a plan, boat related or not. Very informal. For queries, please call Susan Paynter at 653-9688 or send email to suspaynt@islandnet.com.

Yearbook advertising

Every year the club publishes its Yearbook, financed entirely by the revenue from advertisers.

Advertisements are now being accepted for the 2002 Yearbook. If you would like to advertise your business or sponsor a 'compliments of' advertisement—at only \$40 for 1/4 page or \$80 for 1/2 page—please contact Advertising Manager Dan Phelan at 537-9493.

Read *TellTales* online and keep in touch with the latest events at the Sailing Club—including race results and last minute changes to the social calendar!

Check out
www.saltspringsailing.ca

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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Six weeks around Vancouver Island: part 2

By John Farquharson, BALLATER

As I mentioned in the first part of my tale, we had arrived at Port McNeill in time to have a few relaxing days while we reprovisioned with fuel, water, groceries and the odd bottle of wine. John Catley and Terry Small drove my car up to Port McNeill, well loaded with more needed supplies, and Sharon then drove the car back down to Salt Spring with a stop en route to visit with friends.

BALLATER departed Port McNeill on July 16th under broken cloud and a WNW wind of 5 to 10 knots. We had decided to make Bull Harbour our next stop so we motored throughout the day. We bypassed Port Hardy as we were well stocked, however we had a look at the harbour from afar as we passed. As we proceeded up Goletas Channel the wind increased to 15–20 knots but the sea remained quite calm and we made good progress. On most transits while motoring we cruise at 5.5–6 knots at 2100 RPM with Ballater's Perkins 4-108 diesel engine.

We arrived in famous Bull Harbour at 1830 h and settled in for the night. There are two floats with piers in the harbour, one is a government dock which is no longer attached to the shore and the other belongs to the local native band and is restricted to only native boats. In fact, there is a sign on the dock that reads 'Don't even think about it' or words to that effect. Not being one to be easily put off by inappropriate signs and having a desire to visit the beach at the other side of the village, the next morning I rowed over in the dinghy and tied up to the far side of the float with the sign on it. I then proceeded up the road to find someone in order to request permission to visit the reserve. I was quickly met by a male in a vehicle which had left the village to meet me. Without going into details he was less than friendly and left me with the distinct impression that I was not welcome and requested that I remove my dinghy from the float "as they were expecting a number of boats shortly"—which never showed up. That was enough for me so I proceeded back to BALLATER and prepared to depart for the notorious Nahwitti Bar.

I had heard and read a great deal about the Nahwitti Bar and the rough seas that you could experience while crossing it. The Nahwitti Bar is a relatively shallow bar that crosses the head of the Goletas Channel and if transited at the wrong time with opposing wind and

tidal current, it can make things quite uncomfortable, if not dangerous. The time to cross the bar is at high slack and that fortunately occurred at 1200 h on July 17th. We were then able to depart Bull Harbour leisurely at 1015 h under an overcast sky with calm seas and a light rain falling. The sea and wind remained benign so we had an uneventful crossing of the Nahwitti Bar an hour before high slack and proceeded to Cape Scott.

After Cape Scott, which was passed without any problem, we were expecting and hoping for NW winds to allow us to sail to Sea Otter Cove. This was not to be as the winds picked up to 10–15 knots, but from the SE—directly on our nose. We arrived in Sea Otter Cove at 1615 h and tied up to one of the eight hurricane buoys in the cove. There are two rows of four buoys in the cove and you must be careful as the water depth around the inner line of four is quite shallow. These buoys are well anchored and consist of twelve medium sized tires with two steel plates holding them together and a large steel loop on top. While they are secure you can not seem to prevent the bow from rubbing against the tires during the night resulting in black marks on the hull which are difficult to remove. Many, if not all, of the vessels we met on the trip showed the results of tying up to these buoys. The leg to Bull Harbour was 41 nautical miles and the leg to Sea Otter Cove was 31.5 miles; long days on average.

The next afternoon at 1445 h after waiting for the weather to lift we departed in light rain, fog and low cloud and motored to Winter Harbour. As the day drew on, the wind fell off from SE 10 to calm and the fog intensified reducing the visibility to about 1/8th of a mile for the last two hours or so. However, with good charts and an excellent radar we were able to successfully navigate our way down a narrow channel west of the main entrance to Winter Harbour to anchor in lovely Browning Inlet. The radar proved its worth that day!

After a pleasant night we departed Browning Inlet at 1030 h and proceeded into Winter Harbour proper in order to tour the harbour, to pick up a few groceries and telephone home. Winter Harbour, along with many if not all of the communities along the coast, is in a depressed state due to the fall off in the fishery and lumbering, however the Wharfinger was very friendly and upbeat and was disappointed we were not staying. Terry had an interesting experience while picking up the few groceries we required. The individual manning the desk at the store was not impressed that someone had arrived at the store within

a few minutes of his lunch hour and a half. His first words were, "we are closing in five minutes," and he was less than helpful in locating the required supplies. This 'customer care', does not bode well for the town's recovery! We did manage to get most of what we required and left Winter Harbour about 1300 h, after which we enjoyed a great headsail in NW winds which increased to 25 knots. We attempted to troll for salmon after entering Klaskish Inlet but to no avail—generally we were surprised as to how unsuccessful we were in catching either salmon or crab on this trip. We anchored in Klaskish Basin and tied to a hurricane buoy—great spot!

Our next challenge was to round the Brooks Peninsula which seems to divide the weather on the west coast, where warmer and calmer weather is generally experienced south east of the Brooks. Once again we were fortunate with the weather as we departed Klaskish Basin at 0900 h under sunny skies with light and variable winds and lightly rippled seas. With the prevailing weather we were able to pass reasonably close to Solander Island which is generally given a fairly wide berth due to the rocky lee shore. After passing Solander Island and being downwind from the herds of sea lions who were resting on the rocks, we were treated to the very pungent odour which these mammals give off, even two miles downwind! Headsailing in a NW 12 breeze and trolling for dinner, which I might add was successful as Terry caught one salmon, we made our way to Columbia Cove on the south east corner of the Brooks Peninsula.

This anchorage is pleasant but quite shallow. We were once again tied to a hurricane buoy but the water depth at low tide was only a few feet below Ballater's keel! Arriving early in the afternoon gave us time to walk the trail to Columbia Beach—a name that is not on the charts. The trail is well travelled but fairly rough and after noticing reasonably fresh bear droppings along the trail we all began to speak loudly and continuously. This beach is very lovely with large rocks at one end, where kayakers were camped, and a great expanse of white sand. The beach is open to the Pacific and collects a great deal of flotsam. We managed to pick up a treasure—a Japanese net float—however not one of the more interesting green glass ones which are quite rare these days and, I believe, are no longer used. One interesting aspect of the many things washed ashore were new Nike running shoes, all for only one foot, no pairs! They were all generally for the left foot! That,

along with crab trap buoys and Japanese construction hard hats, made up most of the debris. Talking loudly, we returned to *BALLATER* to prepare and enjoy our catch for dinner.

Under sunny skies we motored through the islands of Checleset Bay and Kyuquot Sound to the village of Kyuquot on Walter Island, an interesting and picturesque place where we tied up to the government dock and enjoyed a dinner at Miss Charlie's. The restaurant is named after a friendly seal who has taken up residence on one of the docks for the past 10 years or so and who has been featured on the CBC program 'On the Road Again'. I was told that the reason for the unusual name of 'Miss Charlie', is that there was a false assumption made as to the sex of the seal when Charlie first arrived. We met up with two other sailboats at Kyuquot, one of which belonged to a friend of Terry's. We subsequently met and enjoyed their company on a number of occasions later on in the trip.

Leaving Kyuquot at the leisurely hour of 1115 h—we rarely left any of our stops before 1000 h—we motored close to shore through islands and rocks to Kyuquot Channel, headsailed and fished to an unnamed cove on Whitely Island which we named 'Ballater Cove'. Here we spent two days fishing, but only catching rock cod, reading and just relaxing—very pleasant!

Under clear skies we left 'Ballater Cove' and headsailed down Kyuquot Channel in W 10 knots of breeze. As we reached the Pacific the following wind built to NW 25–30 and under reduced sail we enjoyed a boat speed of 6.5–7.5 knots in 2 metre seas with the occasional surfing. Arrived in Esperanza Inlet and continued on to Queen Cove in light NW winds and a rippled sea. We averaged better than 5.5 knots that day, mostly under sail, 25.5 miles in 4 hours and thirty minutes.

The next day the sky remained clear and the winds light as we motored inland around Nooka Island. We were in need of fuel and provisions but decided to bypass Zeballos as it seemed too far out of the way. As well, we did not stop at Esperanza as they only have fuel, so we continued to Tahsis Inlet and then north to the town of Tahsis. This turned out to be a good choice as the facilities in Tahsis for boaters are excellent. Despite the fact that the lumber mill in Tahsis shut down in February the people we met seem to be upbeat and friendly. The marina has fuel cheaper than in Ganges, a fast-food restaurant and a small but adequate grocery store and

there is a larger supermarket in town. They even provided a courtesy car for us to travel down the road for other necessary provisions at the 'government libations store'. All in all, an excellent place to stop. Departing Tahsis we motored down Tahsis Inlet to Princess Channel and on to Bodega Cove which we had all to ourselves. Generally the various anchorages were not crowded although we were rarely alone.

The next day we motored the short distance to Friendly Cove and dropped the hook. Friendly Cove has a great deal of history as this is the place where Captain Vancouver and Captain Quadra agreed to share the utilisation of the west coast rather than fighting over it. There is an interesting church there—you have to pay \$5 to the local Indian band for permission to go ashore—which has totem poles inside instead of the normal religious artifacts and there are two stained glass windows donated by the Spanish to commemorate the agreement between Captains Vancouver and Quadra. As well, the cove has an interesting history from the time it was a whaling centre.

Friendly Cove is quite open to weather so we left there and motored around the next major obstacle, Estevan Point. Again we were fortunate as the winds were light and variable and the skies were clear, however the sea was quite choppy and confused, with leftover waves from a previous front running contrary to the northwest swells of 2–3 metres. It was generally an uncomfortable ride. We arrived in Hot Springs Cove at 1715 h and tied up to another hurricane buoy.

The Hot Springs are a popular place with large inflatable boats and float planes bringing tourists from Tofino in a continuous stream from about 0900 h to 1700 h every day. Because of the crowds it is best to visit the springs either before or after the peak visitor time as the pools are relatively small. We decided to go early the next morning. After the two kilometre walk along the well maintained boardwalk we were only the second group of visitors. The boardwalk is interesting in that many of the boards have been carefully carved with the names and insignia of vessels that have visited the Hot Springs. There is no place to change at the springs, so you must come prepared or take the springs *au naturel* as the couple were doing on our arrival. It is a good soak after many days of travel!

Leaving the crowds of Hot Springs Cove under overcast skies and light rain we trolled for salmon up Sydney Inlet to Bottleneck Cove. Once again the results of our efforts to rid the sea of fish failed and we had pasta for dinner. The next

day was a lay-over day and we relaxed and fished—this time we were rewarded with a giant Ling Cod. We never realised how big their mouth was! Along with the five crab we also caught, dinner that night was a real feast!

With only two days left before we had to be in Tofino, we travelled to Ahousat for lunch, picked up a few groceries and telephoned home. Then on to Whitepine Cove which has a quite shallow entrance leading to a lovely bay where we hoped to see bears feeding at the waters edge. We enjoyed the bay but did not see any bears—maybe just as well! We had an hour of headsailing the next day on our way to Quait Bay at the head of Cypress Bay and not far from Tofino. The sun came out in the afternoon which added to the enjoyment of this anchorage. There is a new floating resort in Quait Bay which we learned is quite expensive as they charge visitors \$100 per person for dinner and we were told over \$500 per night! With this knowledge, our pleasure of anchoring for free in this lovely bay was somewhat enhanced.

This portion of *BALLATER*'s circumnavigation was coming to an end. We left Quait Bay at 0945 h and carefully motored around the various sand bars that surround Tofino. We had planned to arrive in Tofino close to slack water as the current at the docks there is quite strong. After refuelling, we tied up to the docks at Weigh West Resort. Judy and Glen Willett arrived in their car to join me for the next two weeks and John Catley and Terry Small left the boat and drove their car back to Salt Spring.

Communication with family at home presents a challenge while circumnavigating Vancouver Island as there are only a few places where land-line telephones are available—from Port Hardy to Tofino there were two spots—and cell/mobile phones only work around Tofino. However we were fortunate to have John Catley's high frequency radio onboard and with a jury rigged antenna, which worked very well, we were able to be in contact every morning with Dick Pattinson or Al Kirk on Salt Spring who very kindly would pass on our position and plans for the next day to our families. This communication was a great help in relieving any concern about our well being our families might have.

Next month I will continue the saga as we learn all about Tofino and then enjoy Barkley Sound.

