



SALTSPRING ISLAND SAILING CLUB

TellTales

VOLUME 20 • NUMBER 7 • SEPTEMBER 2001



The Junior Sailing School completed another successful season with a total of sixty students graduating. Here, Junior Ryan Wallace and instructor Peter Howland push a Laser II to the limit

Commodore's report

I hope everyone has had an enjoyable July and August. We have enjoyed some wonderful weather this summer—not too good for the gardens with the lack of rain but great for suntans and boating. Let us hope this good weather continues for at least another few weeks.

With the expert engineering guidance of Phil Grange, along with that of Hugh Greenwood and Brian Le Lievre, the bank stabilisation is nearly complete. A three to four metre deep trench extending from the south property line in front of the shed, alongside the driveway to the bank, was excavated and filled with drain rock and covered with a permeable cloth membrane. This trench leads to a solid drain pipe which will be extended to the creek bed. The bank below the maple tree was excavated to solid ground and then refilled with a layer of drain rock over which a layer of soil will be placed so plants can grow and help stabilise the bank surface. This work, which has been in progress for a number of months, has resulted in a most successful solution to

a very worrisome problem. Again, our thanks to these gentlemen for their unselfish volunteering of their time and expertise.

Our Junior Sailing School under the guidance of Martin Hoogerdyk, your Fleet Captain Dinghy, has completed another successful season with a full complement of happy and successful students. Tony Meek has also been a stalwart force in the success of this program.

Tony Burrige, your Fleet Captain Cruising, along with Terry Ison, has led four excellent, informative and interesting cruises which were well attended and very much enjoyed by many members.

The many Duty Wharfingers have maintained our reputation of hospitality to reciprocal clubs throughout the summer boating season. We have been hosts to a greatly increased number of reciprocal guests this year who have all been very well accommodated.

Our very popular and well liked Staff Captain, Phyllis Waltho, has once again

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General Meeting

Tuesday, 25 September, 2001
at 1930 hours in the clubhouse

AGENDA

1. Call to order
2. Approval of minutes of General Meeting held Tuesday, February 27, 2001
3. Report of officers
4. Unfinished business
5. New Business
6. Adjournment

Ocean Sciences Cruise

Tour of the Nautical Publication Unit
Mon–Wed, 10–12 September

IMPORTANT NOTE!

Be sure to give *Fleet Captain Cruising*, Tony Burrige a call at 537-5029 the moment you read this notice if you wish to participate

—more information on page 6

Welcome to the annual SALMON BARBECUE

Sunday, 30 September at 1800 h

*The final cruise for 2001:
to the Sailing Club for one of
the best evenings ever!*

Salmon and hamburgers will be cooked to perfection by our staff of experienced chefs. Salads and fixings provided.
\$7 per person

For queries, please call
Candace Brochmann at 537-5073

You're invited to a Bon Voyage party

for Karl & Michelle Mech
on Thursday, 6 September
at 1900 h in the clubhouse

Snacks and refreshments

*Let's give them a good send off
on their world circumnavigation!*

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

Deadline for the next TellTales is 5th October

Commodore, from page 1

been challenged with combating cancer. Our thoughts and prayers are with her and we wish her a speedy recovery. While she is incapacitated, April Steel, Candace Brochmann and Joan Myers have volunteered to organise the social functions for the rest of the year. Thank you ladies, we all appreciate you coming forward with offers of help.

As some of you may be aware, Karl and Michelle Mech and their children are about to start out on an adventure which many of us only aspire to. They will be departing shortly on *ARCLYD II* as they begin their circumnavigation of the world. As indicated elsewhere in this edition of *TellTales* there will be a *Bon Voyage* party in their honour on Thursday evening, September 6, at 1900 h. Let's give them a good send off!

We will be starting on the improvement to the lighting in the clubhouse later on this month. The first stage will be to install pot lights throughout the ceiling. These lights will be divided into three banks with each bank controlled by a separate switch with dimming capability. If this lighting is not sufficient then we will consider adding banks of fluorescent lights.

We are looking for someone to coordinate the catering aspects of the Round Saltspring Race weekend. This premier event, although still very much a club event, has grown to the point where we feel that the necessary catering duties should be removed from the direct responsibility of the Staff Captain. If someone wishes to take on this role, please give one of the Board members a call, thanks.

This summer we have had three new Associate Members join the club. They are Ian and Sharon Wilson, Trevor and Chantal Wilson, and Derek Hill with Betsy Johnson. These new members have children involved in the Junior sailing school and they have been quite active in their support of the school. Please take a moment to welcome them to the club when you see them. We are currently processing the applications of three new Regular memberships. Their applications are posted on the club bulletin board.

Our annual Salmon BBQ will take place on Sunday, September 30. We have had a great turn-out in past years and I expect this year will be no different.

Our third General Meeting of the year will be held on Tuesday, September 25, at 1930 hours. I look forward to seeing you there.

—John Farquharson
Commodore

Wharfingering

Did the summer ever go by fast! To all club members who cruised far and near, welcome back. Activity on the club's docks has been busy this summer. As of Aug 30th we have hosted 258 visitors from reciprocal clubs. This is an increase of 10% over the same period last year. Many visitors expressed gratitude for the warm welcome they received from the Daily Wharfinger and the excellent moorage space assigned. Many thanks to you all, including the members who so willingly 'signed out' their space for the use by visitors. It is this kind of support from the membership that makes my job so much easier and enjoyable.

Activity on the docks

Harry Warner has bought an Albin Vega 27 (sail). Her name is *AHAIR* and she is tied up to dock C04.

Jim and Eva Spencer have sold their Spencer 31 *CELERITY* (sail); in turn they have bought a Manaro 21 (power) and named her *CELERITY TOO*. Their new boat is tied up at dock A11.

Russ and Sharon Crouse have sold their Chriscraft 26 *LEEWAY* (power) and purchased a Searay 340 (power). Her name is *SENTIMENTAL JOURNEY* and she will be tied up at dock F7 when she returns from a two week cruise in Desolation Sound.

Hendrik Lantinga—his Ericson 25 *DANCE* (sail) has left the club for Ontario.

John and Ina Curran have sold their Bristol Channel Cutter 28 *SUN STAR* (sail).

Dick Koppenaal and Barbara Freitas have bought an Islander 21 (sail) but have not named her yet. She is tied up at dock A02.

Richard and Nohemi Mills—new members—have a Fibre Form cruiser 24 (power); the name is *HOLD FAST* and she is tied up at dock D15.

Please introduce yourself to your new neighbours and give them a warm welcome.

—Tom Locke, Wharfinger

Keep in touch with events at the
Sailing Club. Log on to
www.saltspringsailing.ca

Elections to the Board of Directors

One of the privileges of membership in our club is the opportunity to serve on the Board of Directors. Elections are at the end of November.

Please consider 'doing your bit'. It's exciting. It's fun. The pay is outstanding! Contact me at 537-7073 if you feel you can contribute or if you can recommend someone.

—Harold Brochmann
Nominations Chair



Club caps and burgees for sale

Club ball caps, \$10 each

Club burgees, \$25 each

To order, call Secretary Glen Willett at 537-9943 to arrange delivery.

Wanted: small sailboat

I am looking for a small sailboat in good condition, 19–20', priced around \$5000 or less. I will consider paying more if there is roller furling or the boat is a newer model. So if you know of any such boat please call me at 537-1358.

Lament for DRAGON

Maybe I didn't clean you quite as often as I should have.

Maybe I didn't sail you as superbly as I should.

Now that you are gone—

Tell me that your true spirit hasn't died.

DRAGON, you are always on my mind. Godspeed DRAGON!

(With apologies to the song 'You are always on my mind').

—Ping Drage

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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Junior sailing program



The Junior Sailing School completed another successful season on August 24. There were a total of 60 students graduating this year. Many thanks to the instructors Peter Howland, Andrea Bartle and Jessica Letour for their hard work in making this program a success. This was the first year we have had two out of three instructors from Saltspring Island. I had many comments from parents and students saying that the kids both learned a lot about sailing and water safety. One of the successes of the program has been the instructors' ability to keep the learning process *fun!*

This year saw the largest number of Bronze-4 graduates in the history of the club. We also had two Bronze-5 graduates. This was possible because we purchased two Laser IIs from the Royal Victoria Yacht Club which now gives us three Laser IIs. The Laser IIs are required

for the Bronze-5 level as the students learn how to spinnaker sail and use the trapeze.

Junior membership increased to 18 this year. This is the largest junior membership we have ever had. The success for this program is largely due to the huge efforts of Tony Meek, Wendy and Rick Wallace and Betsy Johnson-Hill and Derek Hill. Many other parents also helped.

We had our first regatta in June and we will be hosting an expanded version in June 2001. Members raced in regattas at CFB Esquimalt, Comox and this September long weekend, Maple Bay. There is one more regatta in October.

This year was a learning year for the Juniors as well as for the parents who participated. Every Tuesday Tony Meek held a 10 minute teaching session on sailing skills before heading out for practice. We also had the Head Laser Junior

from the Royal Vic club come and teach the juniors additional racing skills.

We now also have a trailer that carries up to eight Lasers. If you haven't seen it, next time you are at the club take a look at the great job Tony Meek did in building it, starting with an ordinary boat trailer that he purchased for the club.

Next year we will be doing some work in 'The Junior Room' in the basement so that there will be room to have everything stored as neatly as possible and provide a space the juniors can use in the preparation of their equipment.

This is a great program! It makes it possible for many of the kids from Saltspring Island as well as relative visitors to learn new skills and confidence which will help them throughout their lives. I want to thank the executive and other club members for their support of this program!

—Martin Hoogerdyk
Fleet Captain, Dinghy

Letter to the Editor

A letter in the June issue of TellTales decried the alleged decreasing participation in club activities. The low participation rate in Sailpast and General Meetings was cited as examples. The writer suggested that some members simply use the club as 'cheap moorage'.

Actually, there is quite a bit of activity around the club these days. The Junior Sailing Program is going great guns, the races are well attended and on the average sunny day many friendly faces are found on the docks.

However, it is a documented fact that many members do not attend Sailpast and that General Meetings, in contrast

to past practice, are poorly attended. To my mind, these are predictable consequences of the *depersonalisation* which result from an ever greater influx of new members—some of whom, I understand, may have had the definition of *island resident* applied to them somewhat liberally.

There is a related matter. Many slips are occupied by boats which sit unused year after year, their owners never seen..., while at the same time we build more dock space, attempting to deal with a long waiting list for moorage. Will someone tell me why this makes sense?

Over the summer I conducted a fairly intensive survey of thirty club members

with an average of ten years seniority. Basically, these people were asked if they agreed *in principle* with the notion of restricting mooring privileges to members who participate actively in club affairs and who make use of their boat—however defined. Access to indefinite moorage is not, by bylaws, a privilege of membership.

Twenty-two said yes, six said no. Two did not respond. Those who said no generally alluded to the potential *unpleasantness* associated with effective enforcement.

—Harold Brochmann
Past Commodore

On the waterfront

Work activities on the docks have been pretty low key during the summer months with only the odd maintenance job requiring attention. The visitors dock yellow was given a fresh coat, several suspect planks were replaced in various locations, and the belting material was given a more permanent attachment to the docks. The 15 minute parking sign was given some fresh colour, and the pier railing in the same area managed to come into contact with a moving vehi-

cle and had to receive a little 'first aid'.

My thanks to those individuals who took it upon themselves to make improvements to the main gate mechanism, the safety boat dock, and several other projects to make life safer and more convenient for all of us, your efforts are noted and appreciated.

As I did not take an extended trip this year, I had the opportunity to experience the effects of displacement power vessels that do not abide by the speed re-

strictions that now exist in Ganges Harbour, and the stresses that their resulting wake puts on our dock structures is to say the least alarming. There are only two options as I see it to resolve this problem: get the offending vessels to slow down, or install a breakwater to reduce the energy of the wash, both will be given consideration in the months ahead.

Until next month....

—Brian Swinburne, *Rear Commodore*

Six weeks around Vancouver Island

By John Farquharson, *BALLATER*

After collecting the necessary charts and manuals and gathering all the information I could, *BALLATER* let go her lines from slip B20 at 1100 h, June 28, for a planned six weeks adventure of circumnavigating Vancouver Island. Sharon and I were *BALLATER's* crew for the first two weeks.

This departure time allowed us to transit Dodd Narrows 35 minutes before slack tide, so we reached the Nanaimo Yacht Club by 1700 h. Dinner that evening was at the Dinghy Dock Pub in the company of crews from six other Salt-spring Island Sailing Club vessels. The food at this establishment comes in many varieties—nearly all deep fried. The next day our dinner partners departed for Pender Harbour and on to Princess Louisa Inlet, while we toured Newcastle Island and awaited the arrival of our travelling partners, Sylvia and Hugh Greenwood on *ALMUCANTAR*. Phil and June Mason on *TOAD HULL II* also joined us at this point.

We carried on the next day to Garden Bay in Pender Harbour in light air and smooth seas. *TOAD HULL II* sponsored what was to become the obligatory pre-dinner libations and a pleasant evening was had by all. The next day *ALMUCANTAR* and *BALLATER* had a nice, short sail under genoa to the Hardy Islands. Our progress northward on this leg of the trip was generally a mixture of pleasant sailing under genoa and somewhat less than exciting motoring. Anchorage at the Copeland Islands the following day took a few tries and was highlighted by a late arrival who had so much rode out that she swung by us the next morning with only a metre to spare—not good!

After transiting Uganda Passage by Cortes Island, we used our genoa in light air to Von Donop Inlet where we spent two days relaxing, and hiking over to Squirrel Cove. We had stopped for a snack at a small café called 'Marlyn's' in Squirrel Cove and, after getting a boat ride back to the area where the head of the trail to Von Donop Inlet was, it took some time to find the trail entrance. However, with the keen eye and dead reckoning of *ALMUCANTAR's* skipper we did find our way back in time for libations and dinner. We'd had great weather up to this point, and for the week which followed.

We enjoyed a great sail with full main and jib, up Calm Channel toward the Yuculta Rapids. We arrived early and after a bit of a lay over began the transit of the rapids at 1310 h before slack tide which was just a little earlier than

planned. We had no difficulty and arrived in Bickley Bay at 2015 h for the night. This was on July 5th and we were now in day eight of our cruise.

On arrival in Bickley Bay we observed a fish farm on the north shore and a tug with three barges at anchor in the middle of the bay. We anchored close to the south shore toward the head of the bay. The tug and barges remained stationary while they loaded material from another supply barge. After the supply barge had



left, the tug aligned the three barges in tandem and then remained tied alongside one of the barges. We had settled down for the evening and were about to begin eating dinner when I noticed that "those barges are getting awfully close". On sticking my head out of the companionway I realised that not only were the tug and barges getting close, they were about to hit us!

I started the engine and turned on the electric windlass in order to quickly raise the anchor and get out of the way of this slow moving 'freight train'. There were two men onboard the tug whose engine was shut down. As the ensemble continued its determined progress toward us Sharon was quickly raising the anchor with the electric windlass, the tug and barges having over-run our rode at this point. As it drew closer, Sharon 'encouraged' the two guys on the tug to fend off. Despite these efforts, the tug contacted our anchor bow chock. Fortunately the tug contact was on one of the relatively soft rubber tires hanging on the bow area of the tug and not on the hull. These tires are not just used truck tires but seem to be of a softer and more pliable construction especially made for the purpose. This softness prevented any damage to *BALLATER* but the tire was pliable enough to contact and jam the chain rode as it was moving over the anchor roller and, in retrospect, caused the windlass circuit breaker/switch to turn off.

All that I was aware of was that the windlass had quit and I asked Sharon to

bring me the manual handle—"when you are up to your derriere in alligators its no time to be thinking about who flooded the swamp". When Sharon was back in the cockpit getting the handle she very astutely noticed that the windlass was now indicating 'off'. She turned it on, and we were back in business. In the meantime *BALLATER* had gained some separation from the tug, and the rest of the rode and anchor came up without further incident.

We bade the barge crew a 'fond farewell' after finding out they were leaving the bay at 2230 h in order to make Green Point Rapids at slack tide. *BALLATER* and her crew did not suffer any damage other than a somewhat delayed and cold dinner. Prior to their departure the assembled barges managed to sweep the rest of the bay as they continued to swing. We had re-anchored well away from their swing and our log notes, "two stiff scotches and then to bed".

In retrospect the lessons learned were: even heavy barges swing in light air so it behoves us to stay well clear—when the barge string was changed from line abreast to tandem the swing space increased dramatically. Always be alert to your surroundings and any changes that may occur. We were fortunate that the contact point was on the bow chocks and not abeam.

The next day we departed for Green Point Rapids in order to make the 1100 h slack tide. We then bypassed Whirlpool Rapids as its slack was some time away, and continued down Chancellor Channel to Johnstone Strait and thence to Havannah Channel where, lo and behold, there were our 'friends' with the barges heading into our initial destination, Port Harvey. Not wanting to repeat the experience of the evening before, both vessels decided the best place to be was where there was not any room for our 'friends' and we proceeded to a lovely anchorage inside the Indian Islands in front of an abandoned Indian village called Matilpi. We spent two pleasant days exploring, reading and resting.

Departing Matilpi, one of our favourite anchorages, at 1140 h, we transit Chatham Channel right on slack and proceeded up to and through the 'Blow Hole' to Lagoon Cove for fuel and water. One of the reasons for taking this direction was to visit Farquharson Island which is directly across from Lagoon Cove. However we were not able to garner very much information from those at the marina as to the naming and history of the island. It has been logged in

...Continued on page 6

It has been a great summer of unusual wind and good weather conducive to excellent 'practice racing' for the Wednesday night series. A regular turnout of five or more boats and masses of young and old crew were out each week for triangle or Olympic style courses in which swift boat and sail handling were required. For the last race the record number of ten boats and countless crew had a wonderful evening race followed by a social gathering on dock F.

Several non-member crew were also down on the docks weekly with three in regular attendance. Visitors to the island were also taken out as crew; they came in response to the invitation extended in the Driftwood. In particular *MINKE*, *FANDANGO* and *FINAL DASH* always seemed to be swarming with bodies. *MINKE* often had young skippers in charge. *FINAL DASH* has shown marked improvement in skill over the summer and will be a force to reckon with in the Fall Series. Unfortunately *DERYN MOR* and *OSCAR* have been absent recently from racing. We hope to see them again now school is settling in.

Owing to the difficulty of having someone take over Pete Drage's handicap system, the race committee was faced with making a decision about handicapping for the balance of the year. After an email poll of as many racers and occasional racers as summer absence allowed, the overwhelming vote was for a return to PHRF and the 'time on time' formula the club has been using for the past years.

There has been a noticeable relaxation of attitude on the part of Wednesday

RACING NEWS

evening racers who definitely race, but are not too concerned with results, being more interested in the sailing and social aspects of being on the water. While hard-core racers may find this disconcerting, it may induce more cruisers to come out to enjoy this more hospitable side of racing-for-the-fun-of-it. It certainly has allowed more people to be aboard and enjoy themselves. Thanks go to the skippers who weighed down their boats with passengers, baggage, goodies, heavy liquids and enthusiasts way beyond racing requirements.

We look forward to a Fall of friendly fellowship and low-key club racing which will give the more competitive spirits a challenge while making it a pleasure rather than a frightening task for the beginner and the for-the-fun-of-it racers.

Lastly, the race-gang are to be responsible for the Awards Night ceremonies this year. Any help appreciated.

—Neil Buchan
Fleet Captain, Racing

Round Penders Race

The Round Penders Race was attended by five racers, most of whom decided at the skippers' meeting that the total lack of wind at 1000 h indicated that they should 'start' and then cruise rather than sit in the sun for hours with guests baking. However, with great persistence, *CHEEKY BUOY* valiantly sailed most of the way to Port Browning.

At Port Browning the mix of racers and cruisers made for a mellow and enjoyable evening of food, wine and good company. The racers are, as always, indebted to the wonderful hospitality of the flotilla of cruisers who made the evening a success. What a nice group!

Racing events

For the latest racing results, handicap information, etc. please go to our new website address www.saltspringsailing.ca and follow the link to **Racing**

Sunday, 9 September

CAPTAIN PASSAGE

1000 h start, TL 1500 h, 9.5 NM
Start - Batt Rock (P) - U62 (P)
- Welbury Spar (P) - Batt Rock (S)
- Finish

Sunday, 23 September

MONTAGUE HARBOUR

1000 h start, TL 1700 h, 14.4 NM
Start - Julia, Parker, Sphinx
Islands (P) - Finish

Sunday, 30 September

SINGLE HANDED

1000 h start, TL 1500 h, 9.5 NM
Start - Batt Rock (P) - U62 (P)
- Welbury Spar (P) - Batt Rock (S)
- Finish

SUMMER SEASON RESULTS

Boat	Channel Isles 2	Jack & Jill	Maple Bay 1	Maple Bay 2	June total	July total	Night Race	August total	Summer total	Two throw-outs
OSCAR	85	88			89	89		91	442	442
CHEEKY BUOY	69	50	67	83	33	44	20	82	448	395
MINKE			100	100	56	56	20	55	387	387
DERYN MOR	92	75				100	20	73	360	360
FANDANGO	100				78	78		100	356	356
ALACRITY		100			100	22	20	36	278	278
NUMTIJAH	62	63	33	50	22	33		27	290	268
FINAL DASH	38				67	67	20	64	256	256
BETHIA	23	25	83	67					198	198
HESSIAN	54				44				98	98
NIGHT MOVES	77								77	77
DUNEDAIN II			17	33					50	50
ATALANTA	46								46	46
LONE RANGER								45	45	45
BRISTOL BLUE		38							38	38
BALLATER	31								31	31
NUMTIJAH								27	27	27
VALHALLA II		13			11				24	24
QUESTO								18	18	18
ALMUCANTAR	15								15	15
VALHALLA								9	9	9
GWAIHIR	8								8	8

Leg 2 promised to be a wind repeat of leg 1 and at skippers' meeting the start was postponed until 1030 h to better evaluate the wind problem. Again most racers indicated a desire to cruise rather than complete the official course with, again, one determined sailor who conducted himself from start to official finish, and had a great time with periods of dead air, adverse tide, ornery swirling currents and other times of excellent wind and plenty of excitement. The cruise skippers set off from Port Browning and returned to Gan- ges the way they had come, one even stopping at Port Hope to acquire some fresh crab!

For those who cruised/raced it was a relaxed time of mini-races with whomever happened to be close and a good sail in any case.

Cruises past

In June we had the Theatre Cruise with a visit to the Chemainus Theatre to see G.B. Shaw's 'Candida'. The first afternoon we stopped at Wallace Island where we had a very interesting talk by the Park Staff on the history of Wallace Island. This was followed by a well-attended Happy Hour on the dock. The beauty of the Island and the ideal weather made the evening quite magical. The next morning four boats continued to Ladysmith. The berthing arrangement at the Ladysmith Yacht Club and the local mini-bus transport to and from the theatre went off very well. Certainly the play itself was most enjoyable. *TINKER* managed through inattention to hit a log which bent her rudderpost sufficiently that the rudder was rubbing the hull so her master decided to forego the Nanaimo leg of the trip and return to homeport for repairs. \$750 later and a quick haul out *TINKER* was ready for the next cruise, which was:

The Maple Bay Adopt a Racer Cruise, where the cruisers met the racers and prepared a barbecue on the attractive grounds of the Maple Bay Yacht Club. The winds were so favourable that several of the racers beat the cruisers in to Maple Bay. The next morning the racers started off in light winds for the return race to Saltspring. *TINKER* and *BRISTOL BLUE* rendezvoused in Genoa Bay for a dinner ashore. Again, the weather and the beauty of the location made the anchorage delightful.

Only two boats, *DOCENT* and *BRISTOL Blue*, made the Sidney Spit and Royal Victoria Yacht Club cruise as many boats were away on big time cruises. Despite the low number of cruisers for this particular event, the concept of the Sidney Spit and Royal Victoria Yacht cruise suggests we should repeat it in the future.

The Pender Island Race...

was favoured with wonderful sunny weather, though not much wind, and good attendance. Fourteen boats with a total of 32 crew took part. The cruisers on Friday night had an interesting dinner at the Pub. After waiting for our meals for over two hours we discovered that most of the cooks had quit and that we were not going to get dinner. Fortunately a couple of bottles of wine, happy conversation, and a large super nachos on the house helped speed the evening.

The next day most of the cruisers made their way to the Pender Fall Fair, an unexpected bonus. The racers arrived during the afternoon, having seen two pods of killer whales at the north end of Pender. We had a very enjoyable barbecue at the edge of the pool before returning to our boats for the night.

In the morning, the racers made their uncertain way back to Saltspring and *VALKYRIE*, *WINGS*, *GWAIHIR*, *PATRICIA*, and *TINKER* sailed to Otter Bay where we had a cheerful happy hour on the sandy beach. Four of us anchored but Dick Pattinson chose to go alongside which he discovered was excessively expensive. The rate is fifty cents a foot but there is a further charge of fifty-five cents for amenities and a further charge for electricity. No wonder most of the boats alongside are American.

Cruises future

The Ocean Sciences Tour

Tour of the Nautical Publication Unit

MONDAY 10 SEPTEMBER

Originally we planned to arrange berths at one or both of the reciprocal yacht clubs in Tsehum Harbour that would have entailed arranging a mini-bus or taxis to and from Tsehum Harbour to Patricia Bay. We have an agreeable change to announce. We are particularly fortunate in that we have been given permission to go alongside the docks at the Ocean Sciences Facility. A fortuitous combination of a sympathetic Director, the absence of a number of government vessels which left space available, and a grovelling Fleet Captain Cruising have made this possible.

The plan:

10 September - Monday. Cruise to Patricia Bay to arrive at the docks in time to get settled, have supper, and meet at the front entrance of the Institute a little before 1900 h. Distance approx 18 NM.

Tour from 1900 to 2130 h.

Return to yachts for bedtime snack and drink.

11 September - Tuesday. General Tour of the Institute of Ocean Sciences

Normally this tour is available only on Monday and Wednesday mornings but Commissionaire Art Walters has agreed to give the tour to the Club on Tuesday. For those who have already taken the general tour—not to worry—the tour changes considerably to take advantage of on-going work and the availability of exhibits.

Meet at the front entrance before 1100 h. Tour from 1100 to 1230 h.

Lunch in the attractive cafeteria—good selections, good prices, and splendid views of the grounds and harbour.

Depart at your leisure for cruise to Princess Bay on Portland Island. Walks, and barbecue. Bring your own meat, fixings, and bottle. The club provides barbecues. Distance approx. 8 NM.

12 September - Wednesday. Return to Saltspring or carry on with your own itinerary.

NOTE! Be sure to give me a call at 537-5029 the moment you read this notice if you wish to participate in this cruise.

—Tony Burrige
Fleet Captain, Cruising

'Six weeks' from page 4...

the past years as have most of the others and there was an unattended but current crabbing operation on the island. Since Lagoon Cove was possibly foul ground and there was no room at the marina, we proceeded around the other side of Farquharson Island into Cracroft Inlet and anchored for the night.

The next day we had an active sail up Knight Inlet in southwest winds to 20 kn with reefed main and jib. We then motored down Village Channel past Indian Group Islands to Crease Island, a wise choice for an anchorage as the winds were strong to gale NW in Johnstone Strait for two days. We were quite well protected for the two days we stayed there, however there were occasional gusts of NW 20 at anchor. Caught the first fish of the trip, small rock cod, just barely enough for dinner.

Throughout these two weeks as we slowly made our way north we had very much enjoyed the pleasant company of Hugh and Sylvia on *ALMUCANTAR*, as well as benefitting from their previous experience in this area. Our evening libations along with tales of the day will be long remembered. However, the next day we went our separate ways as we wished to visit Alert Bay while *ALMUCANTAR* would proceed to Port McNeill and then farther north along the mainland coast. We tied up to the public docks in the boat basin at Alert Bay by 1300 h on July 11th. We spent the next 24 hours touring Alert Bay and were very impressed with the progress the native community has made in restoring and recording their culture and traditions. We visited an excellent museum on native culture as well as attending a demonstration of some of the traditional dances that were, and are again, being carried out at their Potlatches. All in all a pleasant visit.

The next day we motored to Port McNeill for fuel, water and provisioning, where we tied up at the public docks. These were very new and accommodating. Port McNeill was our planned stop to change crew as Sharon would be leaving *BALLATER*, and John Catley and Terry Small would be joining me there for the next two weeks.

We will carry on with this tale of circumnavigation in a later edition.