



SALTSPRING ISLAND SAILING CLUB

TellTales

VOLUME 21 • NUMBER 8 • OCTOBER 2002

FALL CLEAN-UP and WORK PARTY!

Saturday and Sunday, 2-3 November, 0830-1630 hours

- ... Come in your best old clothes ...
- ... Spruce up the club house ...
- ... Rake leaves ...
- ... Have a bonfire ...

Coffee and goodies mid-morning - Hot lunch at noon
As usual, free beer at end of day!



Three of the boats featured in the recent 'Open Boat Show'. See story on page 3

Commodore's report

The month of September has been one of many backwaters and reversing tidal currents. In summary, it has been both challenging and gratifying.

It has been, I hope you all have noticed, a month of scraping, caulking, and painting *VALKYRIE* and she is now looking somewhat like she is supposed to look. Flo and I were careful not to let anyone aboard during the Boat Show in case you learned of our secrets and our mess. It is now all coming together so we should be able to carry our heads a bit higher along with the rest of the club.

Other than dealing with day-to-day tasks, the main activity has been the completion of the Long Term Plan and the preparation for its presentation to the GM in September. This went well. My thanks to all who helped get things passed. The tasks in the next month will clearly be the completion of the effort to

get the breakwater project underway. My thanks to Hugh Greenwood in assuming the role of Project Manager as well as the tireless efforts of Brian Swinburne. The other major item has been the annual issuing of the club dues and moorage invoices and I must extend my thanks to Jim Spencer and JP Krause for their agreeing to my tight schedule. Now we wait for the responses from the members.

Mike Byrne and his team of beavers have been at it again in the painting of our clubhouse as well as dealing with the myriad of little irritants, which crop up constantly.

For those of you who didn't react fast enough to the limited attendance and thus missed out on a wonderful Salmon BBQ evening at the club, my sympathies. I must say, that Flo's 'to die for sauce' lived up to its reputation and the 30

Continued on page 2...

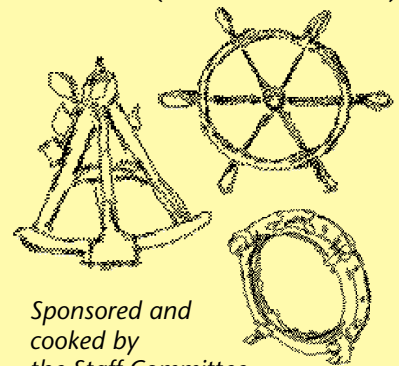
BOAT and WHAT HAVE YOU SALE!



Saturday, October 26th
Open to members and friends

Come early with your treasures,
boat stuff and good junk

Enjoy a great home-cooked
breakfast at 0830 hours.
Breakfast \$5 (donated to the club)



Sponsored and
cooked by
the Staff Committee
and Crafty Cruisers

Reserve your tickets now!

COMMODORE'S BANQUET and BALL

Saturday, November 16, 2002
At Meadon Hall (Legion)
Bar opens at 1800 hours
Dinner about 1900 hours

*Music and dancing to
the Tyger Lily Trio*

\$22 per person

To reserve your tickets
phone Jenny Barrio 653-2325
Susan Paynter 653-9688

Deadline for tickets November 8th

**Deadline for the next
TellTales is 1st November**

Commodore... from page 1

pound salmon which Ed Shaske contributed put our other salmon sources to shame. However, there was no shame in the kitchen! Jennifer Barrio's team of what seemed like a cast of thousands did us proud and the kitchen hummed with activity and appreciation from all the members. I am certain that this success will be repeated at the 'Garage Sale' at the end of the month.

The AGM is coming up as will a simultaneously held 'Special GM' to present and hopefully pass the new breakwater project. I'll let you know more of this in the next TellTales.

Board activities

The purpose of this series of articles in TellTales is to let you know of some of the activities that your Board is considering and discussing.

Membership Report - Our Membership Committee reported that we have had eight new members this year with five still in the 'pipeline'. We now have 172 regular members, 14 associate members, and 20 junior members. In addition, we have received two resignations.

The Long Term Plan - The LTP has now been completed and approved by the general membership at the September GM. The final approval/rejection will be sought at the AGM.

Database of club sponsors - The Board has sent out some 100 letters to past and potential sponsors requesting input in advance of potential sponsorship. To date the Board has had 21 letters in response, which will make the sponsorship solicitation in 2003 much easier and reliable and will make the forecasting of sponsorship much easier for our firms.

Due Invoice Procedure - The Board approved the streamlined invoice process to eliminate the problems of time-consuming follow-up of the past.

Holding tank pump-out - In response to a suggestion that the club negotiate an agreement with the Ganges Harbour Master, an arrangement was investigated to ease the process of pump-out, but it was rejected by the GHM.

Until then... Yours aye,

—Jim Ganderton, *Commodore*

Please help with Yearbook updates

Work on the Yearbook is well underway, and we want to make sure that both member and boat listings are as up-to-date as possible. We are therefore asking you to check your 2001 Yearbook, and to let Jim Spencer, our database manager, know of any changes. He can be reached at 537-9910.

—Ed.

The new breakwater

The general membership approved not only the complete Long Term Plan as a new direction for the club over the next five years, it also approved the new breakwater project specifically.

The visitors dock has been all but declared as being 'condemned' and thus it is the highest priority on the LTP. The project, which will cost the club nearly \$150,000, is in its final stages of review and will be presented to the AGM, simultaneously with a 'Special General Meeting', for final approval. The project is under the management of Hugh Greenwood who will be responsible to the Rear Commodore. The finances will have been arranged and it is expected that the breakwater will be in place before the spring and thus we need your approval, or rejection, at the AGM.

—Jim Ganderton, *Commodore*

Letter to TellTales

Rethinking the Snipe

For those of you who may be interested in building a one-design racing dinghy, the preliminary estimate for the 15'½ ft. Snipe, which was being considered, turned out to be a little on the expensive side. Well, it did not take long to come up with an alternative. We are now looking at the 13'3" Enterprise. It's simpler to build, lighter, less expensive, and a lively performer. Its popularity rivals or exceeds that of the Snipe, and it is found in many parts of the World. There are even some around this area.

The object is for individuals of all ages to build and own boats, for the purpose of one-design dinghy racing in our club. Naturally, there would be much sharing and helping each other with the building of these boats. The more, the merrier!

I am presently looking into getting plans. Many of you have shown interest in this project, and I plan to keep you informed of its progress. Your input is always welcome.

—Rob Denny, *BETHIA*

On the waterfront

A relatively quiet month on the docks, with most of the work going on behind the scenes with regard to the replacement of the visitors dock with a new breakwater. The go-ahead to proceed with this project was given at the last General Meeting and we are in the process of finalising sizes and the scope of the work. Competitive bids are being sought to ensure we get the best bang for our buck. We will keep members informed of developments as this project progresses.

A reminder of the Work Party weekend on the 2nd and 3rd of November—we would hope to get everything done in one day, but the list is getting longer with some interesting projects. We will again be lifting docks to get additional floatation installed where needed; there are hinges to be replaced and boards that need replacing, along with some tightening of bolts and the repairing of deteriorating walkways. So bring along your favourite tools and, if you have a heavy duty come-along or any old garden hose, or even some old anchor chain, bring it with you and join the 'fun'.

As we are headed, believe it or not, into the winter season, this is perhaps a good time to remind members to check their mooring lines before, rather than after, the first winter storm. Always make sure there is adequate spring in the line to avoid any jarring, which is hard on your boat and even harder on the docks. And, for another gem, if you are going to leave your vessel for any length of time, remember that good ventilation is the best defence against the dreaded mildew.

Until next month.

—Brian Swinburne
Rear Commodore

The electronic TellTales

If you have internet access, you are encouraged to subscribe to TellTales online instead of the paper version. Go to 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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The social scene

This year the annual Salmon Barbecue was combined with an 'Open Boat Show' on September 29, and it proved as popular as ever with a sold-out crowd of eighty members and friends who first wandered round the docks and fingers visiting the six boats on display. Many thanks to Terry and Sheryl Ison, *MERLOT*; Herman and Jackie Melzer, *MANDOLYN*; Nick and Tanis Smythe, *WILY MAE*; John and Irene Gibbs, *DOCENT*; Jim Sinclair, *MELODY* and Conrad Bielicki, *TANGO DEL ANGEL* for being on board and showing their crafts.

Harold Brochmann and Mike Byrne were ready with the first salmon off the barbecue when the rush for dinner began and they kept up a steady supply of perfectly cooked fillets for the kitchen crew to serve along with the potato salad, coleslaw, etc. Ed Shaske caught and donated a magnificent 30 pound Chinook, (correct me if I'm wrong about the species) and we purchased five other large Sockeye so there was sufficient fish for all.

There are so many people to thank for making this event such a success—Ed Shaske, Susan and Doc Paynter, Sylvia and Hugh Greenwood, Heather and Paul Kusch, Dorothy Drubek, June and Phil Mason, Jean and Fred Howell, Derek Barrio, Dave Arnott, April Steel and Gary Railer, Candace and Harold Brochmann, Mike Byrne, Flo Ganderton. *Thank you all*—without you, it wouldn't happen.

Mark your calendars for the 'Boat and Whathaveyou' sale on Saturday, October 26th. Bring your treasures and enjoy a good breakfast at 0830 h. Then buy, sell, wheedle, whine, bribe, barter. Breakfast will cost you \$5, which will be donated to the club. We hope the sale will last from around 1000 onwards. The coffee-pot will be on all morning. Let's make it a fun event. You might actually go home with something you have always wanted!

The following weekend, November 2nd, brings us to the Fall Work Party. As always, coffee and mid-morning goodies will be served, followed by lunch at noon. Beer, of course, for those who stay till the end of the day.

Plans are in hand for the Commodore's Banquet on November 16 at the Legion. This year we will dine and dance to the sounds of the Tyger Lily Trio from Victoria. This young trio entertained at the club earlier this year and proved to be very popular. The bar will open at 1800 hours, dinner about an hour later.

Tickets are now available for this great event at \$22 per person. Phone Susan Paynter at 653-9688, Jenny Barrio at 653-2325, or use the sign-up sheet on the notice board in the clubhouse. We must

have final numbers and payment by November 8th.

Phyllis Waltho and Barb Todd have very kindly donated a refrigerator to the club. It has been placed in the basement and will prove to be a very useful overflow space for bar and catering purposes. They also gave us a small high table, which proved to be a perfect spot for Hugh Greenwood and Dave Arnott to fillet the salmon. Many thanks.

Last but not least, one of the large coffee makers has lost its cord. This apparently went missing over the summer. Does anyone have any idea as to its whereabouts?

—Jenny Barrio, *Staff Captain*

Letters to TellTales

The Commodore's Banquet/Ball...

will be held this year on Saturday, November 16th. For our newer members, and those who have never attended the Commodore's Ball, you might ask, "What is it?" The Commodore's Ball is a very traditional thing, held each year in the month of November usually a week prior to the Annual General Meeting. New Officers are elected each year at the Annual General Meeting so the Commodore's Ball becomes the farewell party for the year's officers and a time for all to reminisce about the year's activities.

The next question might well be, "Sounds kind of fancy, what do I wear, what does it have to do with boating?" It's a fun evening, speeches are kept to a minimum, food is delicious, and the music for dancing has always been excellent. What should you wear? That is up to you. One year several of the men arrived in formal attire, one in kilt, some in suits complete with ties, some in grey flannels and navy blazers, and some in very casual slacks and sport shirts. The ladies all look gorgeous. Again, a variety of dresses, some long, some below the knee, some above the knee and some wearing pantsuit. Everyone "oohs" and "aahs" at how lovely we all look and then all get down to the serious business of being boating enthusiasts and enjoying each other's company. It's time to exchange tales of the year's activities.

This year the Banquet/Ball will be held at the Royal Canadian Legion. This is the only club event, with the exception of club cruises and races that is not held at the clubhouse. Perhaps sometime in the future when we have that long awaited larger clubhouse we will hold this annual event on our own premises but, until then, come out and join your fellow members in an evening of good fun.

—Mary Neil

The club website...

is doing well with an average of 9 hits per day. However, still only 50 out of approx. 172 members subscribe to the electronic TellTales.

The Long Term Plan is now online, as is the club publication 'From floathouse to clubhouse'. Both are well worth reading, and they are accessed from the front page at www.saltspringsailing.ca

Club socials etiquette: A primer

Club socials are 'staffed' by *member volunteers*, not servants or paid caterers. Don't make demands; be courteous. Don't make complaints; make do-able suggestions (you may be asked to institute them). Don't ask for or take 'seconds' before the announcement; the 'staff' may not yet have eaten. Do volunteer to relieve someone. Do sign up for an assignment (purchasing, set-up, cooking, serving, clean-up, take-down and more). Don't wait to be asked.

The club generally operates the bar under a Special Occasion License. Alcoholic beverages not supplied by the club are *not* permitted in the licensed space (i.e., the clubhouse).

—April Steel
STEEL AWEIGH

Saltspring Island Sailing Club,

I would like to share with you a poem my daughter Josephine (just reached 14 years) wrote this term at school. This was in response to being asked to write a poem about a memorable summer experience. Josephine attended the summer sailing course and not only passed her White Sail I,II but had the joy of waking up every morning excited about going sailing. I believe the leadership of the instructors was exceptional, they were so positive, fun, and such wonderful role models to my daughter. Incidentally the weather really was glorious *almost* every day.

Yours truly,

Gerardine Charlton

[Space limitations prevent us from printing Josephine's poem here. Instead, it has been printed out and placed on the club main bulletin board for all to enjoy. Our thanks, Josephine. —Ed.]

Report from Membership Committee

As of today, 26 September, 2002, the club has 172 Regular members. Nearly all of these members have spouses or partners, which means that there are about 340 people who enjoy to some degree the facilities of the Sailing Club. In addition there are 14 Associate Members, and approximately 20 Junior Members, which increases the numbers to about 388. Additionally, there are a number of dependent children, so we might conclude that over 400 people consider the Saltspring Island Sailing Club an important part of their recreational activity.

This year we have inducted eight new regular members, and have three applications for consideration at the next Executive meeting. Three new Associate Members have joined.

In addition, we have two applicants for regular membership who have not yet been processed. One has been travelling on business so that the membership committee has not been able to interview him, and one has not yet mailed in the required fee. We have one application for Associate membership who has not been able to spend enough time on the island to complete the formalities.

Eleven new regular members and two potential regular members represent an income of \$13000. The three Associate members contributed \$400. One of these, Terry Small, as a former Regular member, was not required to pay a joining fee. The increase in annual dues amounts to an additional \$1640. Typically we lose about four to five members for a variety of reasons, most of them rather sad. Therefore, the Club gains about twelve new members a year, which typically represents about twenty-four people. The pressure on the infrastructure, particularly the clubhouse, is so far manageable except for popular occasions such as the Commodore's Sailpast and the Round Saltspring Race. This growth of membership does require the careful consideration of the Long Term Planning Committee.

—Tony Burridge
Chair, Membership Committee

THE CRUISING LIFE

A great deal of cruising activity...

contributed to make this one of the best summers on record. Below are three photos showing cruisers enjoying the company of fellow sailors at Maple Bay and Gowlland Park.



TONY BURRIDGE PHOTOS

October racing schedule

Sunday, 13 October
CHANNEL ISLES #3 RACE
 1000 h start, TL 1600 h, 11.5 NM
 Start - Channel Isles (P)
 - Deep Ridge Buoy (P) - Finish

Sunday, 27 October
JACK LANGDON TROPHY RACE
 1000 h start, TL none, 13.0 NM
 Start - Batt Rock (P)
 - Ben Mohr (P) - Batt Rock (S)
 - Finish



The Canadian Coast Guard needs your help!



Volunteer recruitment

Do you have boating *experience*? Are you able to commit to *regular training*? Do you live *within 15 minutes of the Ganges Base*? Are you able to commit to *carrying a pager* for one week in a month? Are you in *good health*?

Members of the CCGA receive classroom and on-the-water training in all aspects of boating safety, boat handling, first aid, search and rescue techniques.

If interested, please pick up an information package from the front desk at Royal le Page Realty (115 Fulford-Ganges Rd.). Completed applications to be returned by October 12th. Also, please call me at 537-5066.

—Philip Grange (Cox'n), *FANDANGO*

RACING NEWS



Suzanne Amber's *LONE RANGER* caught by John Cameron

Montague Harbour Race

Boat name	Skipper	Handicap	Finish time	T on T	Place	Points
<i>DERYN MOR</i>	Vine	237	13:24:50	2:55:52	1	100
<i>CHEEKY BUOY</i>	Brogan	241	13:31:10	3:00:21	2	88
<i>ELECTRA</i>	Kibble	144	13:04:34	3:00:40	3	75
<i>FANDANGO</i>	Grange	138	13:08:50	3:06:32	4	63
<i>LONE RANGER</i>	Ambers	208	13:29:24	3:06:57	5	50
<i>ALACRITY</i>	Jones	129	13:08:05	3:08:22	6	38
<i>VALHALLA II</i>	Wachmann	312	14:04:30	3:11:00	7	25
<i>GWAIHIR</i>	Pattinson	280	14:03:29	3:17:49	8	13

Team totals

Brogan	3071
Grange	2279
Meek	2503

The Single-handed race: Al Kirk in *GULF WIND* getting ready for the start (above left) and the starting line (below)



Staying on track

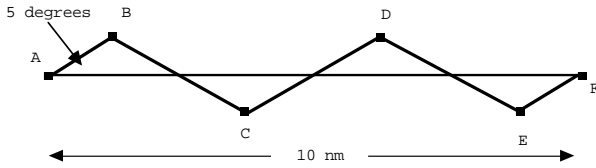
by Harold Brochmann, GYPSY

I like having guests on our boat. Most people enjoy the experience of steering, so very often there are novice sailors at GYPSY's helm.

When people take the wheel for the first time there is usually a lot of weaving back and forth until they get the feel of how the boat responds to the helm and how to compensate for the delay in the compass reading. One can always tell an experienced helmsperson because he will only make sparing adjustments to keep the boat on course.

This raises the question of how close to the course one ought to steer. How far off the prescribed course do I let the boat drift before making corrections? If I average 5 or 10 degrees off course, how will this affect my arrival time?

Let us suppose I zig-zag back and forth between 5 degrees port and starboard off the straight line between the startpoint and the destination on a 10 nm traverse.



Referring to this diagram, the question becomes "How much longer does it take to cover the distance A - B - C - D - E - F than the distance AF?"

It turns out that the longer distance is 10.038 nm. At GYPSY's cruising speed of 5 kn the direct course would take 2 hours, while the zig-zag course would take 2 minutes and 20 seconds, or (0.4%) longer. If the angle is increased to 10 degrees, the increased time taken would be 9 minutes 15 seconds, or 1.5%. These increased times really aren't anything to lose sleep about. Increasing the number of zigzags does not affect the results.

When one crosses Georgia Strait there is always either an outgoing or an incoming tide that causes the boat to drift sideways off one's heading. Choosing the optimal heading to steer the boat now becomes a challenge which I'll discuss next.

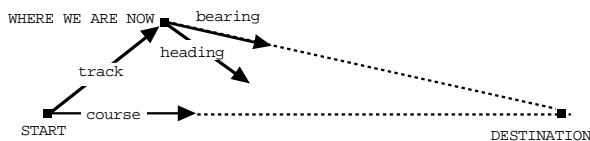
But first let's review some terminology:

Heading is what the compass says; the direction in which the boat is pointing. *Track* is provided by the GPS. It is the direction in which the boat is actually moving over ground. When there is no sideways current these numbers are the same. Changing the *heading* (intentionally or for lack of vigilance) will normally lead to a change in *track*. While crossing Georgia Strait you will likely make several changes in heading.

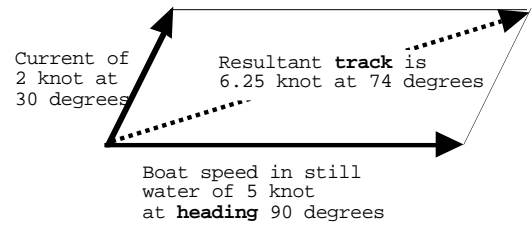
Course is the direction from my startpoint to the destination. The *course* value is traditionally found by using parallel rulers on your chart. The *course* does not change during a crossing.

By contrast, *Bearing* is the direction to the destination from *where you are now*. This number is very conveniently supplied by the GPS, and under normal circumstances *bearing* will vary during a crossing because of uncompensated-for drift.

So, we have four different terms to keep straight. Here is a diagram to illustrate.

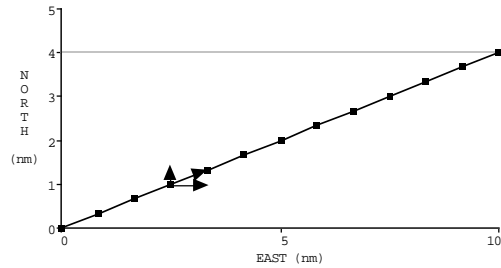


Before continuing it would probably be worthwhile to have a quick look at something called *vector diagrams*. In this illustration we assume that my course is due east (90 degrees), my boat travels at 5 kn through the water and there is a 2 knot current moving towards NNE (30 degrees).



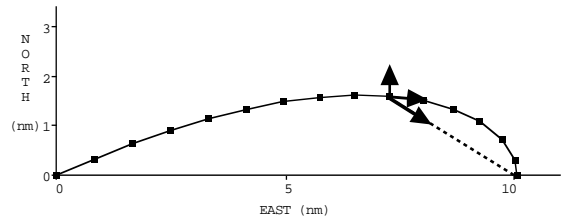
The *vector diagram* consists of arrows the length and direction of which are proportional to the speed and direction of the current and the boat through still water. Two parallel lines are drawn and the *resultant track* is the vector to the point where these meet.

Now back to the original problem. I want to go to a point 10 nm due east of my present location. There is a 2 kn cross current from the south at right angles to my course. My boat does 5 kn in still water. Should I keep the compass bearing at the course, the bearing or the track? Let's examine these, one at a time.



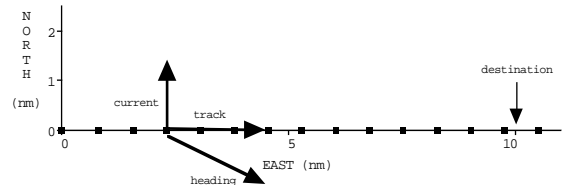
Each dot represents the boat's position at 10 minute intervals. An illustrative vector diagram is shown at the third position. In this scenario we end up 4 nm north of where we want to be after 2 hours. To get from where we end up to where we want to go would take another 48 minutes. This is obviously not the way to do it!

Next we examine what happens if the boat's heading is continually adjusted so as to correspond to the changing bearing.



We have shown where the boat will be at 10 minute intervals. An illustrative vector diagram is shown for the 9th position. It would take 2 hours and 25 minutes to follow this route.

In the final illustration we look at what happens if the heading is adjusted so that the track is the same as the bearing.



Notice that in order to keep the track the same as the bearing or course line, we have to steer somewhat into the current. This is quite intuitive, but difficult to do over long distances unless you have a GPS. In this case it will take about 2 hours and 13 minutes to get to where we want to go.

In these illustrations we have explored only one set of values for boat speed, current speed and current direction. Obviously as these values change the results will be different.

If you are interested in exploring this subject further I'll be glad to let you have the Excel templates on which the calculations are based.