



SALTSPRING ISLAND SAILING CLUB

# TellTales

VOLUME 21 • NUMBER 7 • SEPTEMBER 2002

## **Mystery vessel appears in Ganges Harbour — All is revealed on page 3!**



HAROLD BROCHMANN PHOTO

## **Commodore's report**

After surviving the near 'T-boning' of the committee boat at the Round Salt Spring Race, Flo and I (along with Glen and Judy Willet) survived a wonderful trip on *VALKYRIE* to Desolation Sound. It was our first trip into the antipodes and it was simply great. If you have never been, make the effort. We did!

The rest of the summer has been a lot of creativity and solving of problems and complaints. It seems that the only item never mentioned in complaints was the weather. It was as ideal as one could ask—ideal boating weather. It was so perfect that we seemed to have a record number of members out to the cruises, and the racers have equally reported having a wonderful summer.

The docks and the clubhouse have been alive with the activities of youth again this summer and, as Martin has reported, we again had a record number of graduate sailors. They have been a constant reminder of our own youth and the excitement of their happy voices reaching over the waves has been exhilarating. The docks have also been alive with new members. So far this year we have welcomed 11 new members and there are 7 applications still in process. Your Wharfinger, dock Doc, has done a wonderful job and still has a few slips waiting for new members.

The boats speeding up and down the harbour have continued to wreak havoc with our docks and breakwaters and your Rear Commodore has to be congratulated on his initiatives to slow them down. The deterioration of the BC Ferries dock and the visitors dock has been the subject of much discussion and effort this summer. The Long Term Plan, which is now out and available in the clubhouse, addresses the cost of the replacement of the visitors dock, which we must soon face. It sometimes seems that the Vice and Rear Commodores are having a contest to see who can devote the most time and effort to the club. We must all thank them for their dedication.

Now that fall is approaching, I ask you all to plan to attend the General Meeting and the Annual General Meeting where the LTP and other items of extreme importance to the membership will be discussed and decided. Be a part of the decision process, which affects us all. Other items this fall, of course, are the 'Open Boat Show' and the salmon barbecue which, I am sure, will be a sell-out, and the forthcoming breakfast 'Boat Stuff and Whateverhaveyou' sale plus the ongoing cruising and racing programs.

*Continued on page 2...*

## **General Meeting**

Tuesday, 24 September, 2002  
at 1930 hours in the clubhouse

### **AGENDA**

1. Call to order at 1930 hours
2. Approval of minutes of the General Meeting held 28 May, 2002
3. Reports of officers
4. Unfinished business
5. New Business  
Presentation of final LTP  
Report of Membership Committee
6. Adjournment

## **WELCOME TO THE ANNUAL SALMON BARBECUE**

Sunday, 29 September, at 1700 h

Cruise on in to the clubhouse for expertly barbecued salmon, hamburger or veggieburger, salads and fixings, no-host bar (beer and wine)

There'll only be 80 tickets, and they'll all be presold by 22 September  
Salmon \$7

Hamburgers, veggieburgers \$5

Sign up in the clubhouse and/or phone Susan Paynter, 653-9688 or Jenny Barrio, 653-2325

## **Visit the 'Open Boat Show' at the club marina**

On Sunday, 29th September the Fleet Captain, Cruising has arranged for some club members to show their boats to other club members.

See details on page 4.

## **Challenge the exam for the pleasure craft Operator Card**

Read all about it on page 4

**Deadline for the next  
TellTales is 4th October**

...Commodore, from page 1

## 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.

**Laser purchase** - A new Laser has been acquired, as have new sails. The Junior Sailing Program has graduated 63 students—a record!

**Crab pots in the harbour** - The club has supported a Coast Guard/Navigable Waters Protection Division proposal to prohibit the laying of crab pots along a 100 metre-wide channel entering Gan- ges Harbour.

**New members** - There seems to have been a rush of membership applications this summer and the total new memberships in 2002 has reached 18 approved and in process.

**Sponsorship of the club** - In response to criticism, the club has addressed the question of better managing our list of sponsors. A database has been created of past and potential sponsors of club events. This new procedure for the management of the sponsorship appeal process will hopefully result in the club being better able to predict donations as well as helping the sponsors manage their resources.

**Invoice procedures** - The Board has attempted to streamline the annual invoicing process and to eliminate unnecessary follow-up activities.

**Travel to USA ports** - There are further indications that travel to USA ports may require a completed form I-68. All members should check with US Authorities prior to departure.

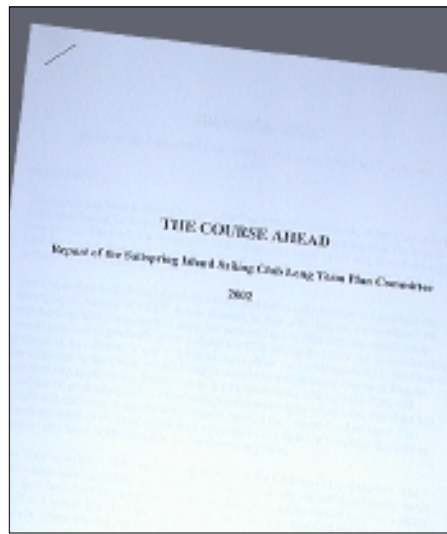
**The Long Term Plan** - The LTP Committee has completed its work and copies of the LTP are available for members in the clubhouse. The LTP will be discussed at the September GM.

—Jim Ganderton  
Commodore

## Long Term Plan

The Long Term Planning Committee has completed its work and the final report is available for members. All members should peruse the document because it discusses the future of your club. A stack of copies is on the counter at the club ready for pick-up.

The Committee plans to present the LTP at the 24 September General Meeting and will seek the approval for the Plan from the membership at that time. This is an important step in the club's development and thus we urge all members to collect a copy and to digest it, ready for a heated discussion at the GM.



Get your copy today of the new Long Term Plan—'The Course Ahead'—so you'll know what's being discussed at the upcoming General Meeting! It's in the clubhouse.

## Invoice changes

The process of sending and receiving invoices for our annual dues, electricity usage, and insurance certification has always been a long and drawn out process. Some of us have been slow to return the invoices, which has resulted in the Treasurer and the Commodore having to make frequent and unnecessary calls for their early return. Quite clearly there are only a few of our members who are this tardy and have caused this disproportionate and completely unnecessary workload. The Board has, therefore, decided to follow the By-Laws and Regulations on this matter as follows:

1 October - Send out the invoices  
1 November - Submission of the invoices are due  
1 December - 30 days after the due dates the accounts are overdue and the list of delinquent members will be posted on the bulletin board listing those as being not in good standing.

1 January - 30 days after posting of the list of delinquent members the board will commence the process of removal of the member from membership in the club.

—Jim Ganderton  
Commodore

## The social scene

After a summer of cruising, bring your tall tales to the salmon barbecue on Sunday, September 29 and enjoy expertly cooked salmon, Flo's 'To Die For Sauce', salads, buns or, if you prefer, hamburgers and veggieburgers will be available.

This year, to make quantities easier to estimate, we will be pre-selling tickets for this popular event. There will be a limit of 80 tickets available to make the clubhouse more comfortable for everyone. The price remains the same as in past years, \$7 for salmon and \$5 for burgers. What a bargain! Barbecue will start around 1700 h.

Tickets for the Commodore's Ball will be available at the barbecue.

Please phone Susan Paynter at 653-9688 or Jenny Barrio at 653-2325—or use the sign-up sheet available in the clubhouse. Money will be collected prior to the barbecue date. Deposit cheque in the Staff Captain's box in the clubhouse and your ticket will be reserved. Cut-off for ticket sales is September 22.

Come down to the club around 1600 hours and visit the 'Open Boat Show' which Cruise Captain Tony Burrige is arranging. See more about this event in his column.

Now for something different for the October Social!

The Staff Captain and Committee, together with the Crafty Cruisers, invite you to a hearty, home-cooked breakfast followed by a Boat And What-have-you Garage Sale at the club. Saturday October 26th, 0830 hours. There will be a small charge for breakfast to cover club costs.

Clean out those boat lockers and basement junk and cash-in. More details in October TellTales.

—Jenny Barrio, Staff Captain

## 'Standard' navy ration

10 oz. bread; 1/2 lb. frozen beef or mutton; 1 lb. vegetables; 2 oz. sugar; 1/2 oz. chocolate; 3/4 oz. condensed milk; 1 oz. jam; 4 oz. corned beef; mustard, pepper, salt, vinegar as required; 1/8 pint rum spirit ration.

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## On the waterfront

I will not bore the readership with details of the many maintenance and repair items which were attended to over the wonderful summer months. Things like loose boards and safety ladders which have been hit by out of control boats don't make particularly exciting reading. However, I would like to bring you up to date on a couple of projects of importance. The speed restriction buoy in Ganges harbour has been somewhat ineffective due to its small size and resultant lack of visibility. It was actually hit by an unknown vessel and dragged half a mile in toward Ganges. The Coast Guard has since relocated it to its original location. I had devoted some time trying to come up with an idea to make the buoy look larger but my imagination failed me, so I was quite happy to get information from Hugh Greenwood about an identical buoy in Nanaimo that had been modified by placing a triangular structure over the spar, thus giving three flat sides on which to identify the speed restriction and still show the flashing white light. I proceeded to construct a frame, which is covered in white plastic board with a Coast Guard reflective circle and the speed restriction in knots only. I dropped the 10 km per hour details as they meant nothing to a speeding American-flagged powerboat. The results have been encouraging, to observe a vessel approaching at high speed suddenly throttle down right by the buoy is heartening. And the speed buoy has been supplemented by a 'Speed boat', which has recently been anchored on the other side of the channel from the speed buoy. Commodore Ganderton suggested we do something with the abandoned dinghy by the ramp, so it was given a make over with a quart of bright yellow paint, the bottom was antifouled, a radar reflector and solar powered anchor light installed and it was given the name in big bold black letters 'MAX 5 KNTS'. The 'Speed boat' will only be used during the two busy months of July and August and the Labour Day weekend. There are of course certain boating individuals who will not slow down for anyone or anything and for those I still recommend a torpedo gun set up on the visitors dock, but so far I have been voted down by the Board on this proposal.

On a more serious note, we had an underwater survey done on the BCFC and Visitors dock breakwaters. The BCFC dock was found to be in good shape except for one corner, which was a little down in the water. Two air canisters were installed and that improved the situation

### **Before and after...**

the cosmetic job done to the speed buoy in the harbour by our Rear Commodore.

Same buoy, but now larger profile, larger sign area, and clearer speed limit



**MAX 5 KNTS**  
- the mystery vessel revealed—fully equipped with anchor light and radar reflector

by about six inches. Not such good news on the Visitors dock, it is in bad shape. Many of the timbers are rotted, the floatation has in some locations broken down completely and there is a possibility that the backbone may be broken. So the replacement of this portion of the breakwater has moved up the priority list to No.1. We have also taken a long hard look at the Pier and, although by no means urgent, its replacement has been included in the Long Term Plan, which will be discussed at length at the next General Meeting on 24th September.

So welcome home to all you summer time travellers. Until next month....

—Brian Swinburne, Rear Commodore



Jim Ganderton and Brian Swinburne are working away in the hot sun preparing the 'stop the wake' caper

## Challenge the exam for the pleasure craft Operator Card

If you intend to operate a powered craft of less than four metres after the 15th September, 2002 you will need an Operator Card. A person born after 1st April 1983 requires an Operator Card to operate any powered vessel. Not many of us around, but the year is approaching when all of us will all need this card. So why not get one now so you can operate your dinghy under power as well as your yacht?

Brian Tolman, a club member active with Canadian Power Squadron, is authorised to administer the course and the examination. He is prepared to come to the club to administer the examination for those who wish to challenge the exam without benefit of taking a course. He feels that most of our members would be able to successfully challenge the exam.

Therefore, mark 7th October, 2002 on your calendar. The test will take place at the clubhouse at 1900 hours. Bring \$20 and a pencil. For club members only.

Please do not call Brian until after the end of September. He is very busy with Power Squadron Courses. However, please give me a call at 537-5029 to register. Brian needs to know how many people intend to challenge the examination.

—Tony Burridge  
Fleet Captain, Cruising

## Reach greater heights

WANTED: Six members who would like to reach great heights painting exterior of clubhouse. Saturday, 5th October at 0900 hours. Please call Mike Byrne at 537-9988.



Our beautiful willow tree—before and after—thanks to Harold's pruning skills (and his digital camera)

## Wharfinger's summer report

During the summer—since the very successful Round Saltspring race—three club member's vessels have been re-assigned, and twelve member's vessels have been placed on sale—*PASSAT II*, *CUTTY SHARK*, *PLAYTIME*, *TANQUARY FORD*, *DERYN MOR*, *DAUDIN*, *FOLICHON*, *BRISTOL BLUE*, *THAT'S IT*, *NANCY LEE*, *SEARAY*, *THE HORNET*—and most have sold! I have applications for moorage from five new members.

I recently checked all slips and dinghy storage. Many dinghies are not clearly identified, making it very difficult to retain order. Please make an effort in the off-season (winter) to correct lack of names, etc. so orderly storage can be made possible. A partially deflated grey dinghy appears to be abandoned at #37. This spot is paid for by Jim Buchan, but the dinghy is not his. If it's yours, please give me a call.

A recent report from Mary Neil indicates that the number of reciprocal visitors is down from past years but I believe that we have accommodated many very satisfied cruisers. I would like to thank the many club members who offered their time to perform daily wharfinger duties, and I would like to encourage other members to complete missed daily wharfinger duties for the benefit of visitors.

I understand that several club members lost fenders or other vessel items during the Round Saltspring race. Any such losses, or damage which occurred during this event, should be covered by the club. Contact me at 653-9688.

Lastly, several members have commented about the gate at the pier end. An open, unattended gate appears to encourage non-club boaters to trespass onto or through our club facility. I would encourage everyone to close this gate if it is left unattended.

Thanks!

—Doc Paynter, Wharfinger

## Crafty Cruisers

Now that September is here it is time to get back to normal, anyone wishing to join our Crafty Cruisers group on Thursday at the clubhouse contact Susan Paynter. Get your creative juices going and start a project with the help of willing friends. Boat cushions, sails, quilts or other projects you may have hidden away in your closet. We meet every Thursday at 1000 h. Bring your lunch.

## Counterclockwise voyage around Vancouver Island, 2002

After Port McNeill, *SECOND LOVE* tagged along behind *GWAIHIR* and *GYPSEY*.

'Stats' for *SECOND LOVE*:

Ahousat - Pie and ice cream!

Breakdown - Wire to starting solenoid adrift\*

Cape Scott - 1 metre swell when we went by

Distance (Ganges to Ganges) - 763 nm

Effingham Bay - Most scenic anchorage

Fuel used (diesel) - 296 liters (engine + furnace)

Ganges - Home sweet home

Hardest day - Bligh Cove to Hot Springs Cove

Indulgence - Soaking in Hot Springs

Johnstone Strait - Avoid as far as possible

Kyuquot Sound - No liquor at Walters Cove

Longest run - Bamfield to Sooke (78nm)\*\*

Mutual aid - Excellent

Nahwitti Bar - No sweat, at high slack

Oilskins - Needed on this trip!

Ports of Call - 26

Quatsino Sound - Next stop after Sea Otter Cove

Rain - Did it ever stop?

Sail(s) up - 15 hrs approx. (total)

Time out - 31 days

Ucuelet - The Deluge

Vessel - 32' Gulf PH sloop

Wine consumed - 1 case (more or less)

Xebec - Not seen. No surprise.

Yuquot - 5-stars, for history

Zeballos - Good pie (but little else)

\*expertly diagnosed and repaired by Dick Pattinson and Harold Brochmann.

\*\*includes 5 nm detour to Port Renfrew.

—Tabulated by John Prothero

## Anchors for sale

Our extras, half of new price. CQR/Plastimo, 25 lb/11 kg, \$170. Danforth Standard 13S, for boats 25–32 ft, \$ 40. Please call John Sprague at 537-0760.

## To us, a picture is worth more than a thousand words!

If you take photos at club events—cruising, social, racing—or if you see someone else taking photos, please let us know.

We'd love to show more pictures in TellTales—it's a great way to inform as well as lighten the weight of the many words.

—Ed.

## RACING NEWS

### September racing schedule

Sunday, 22 September  
**MONTAGUE HARBOUR RACE**  
1000 h start, TL 1700 h, 14.4 NM  
Start - Julia, Parker, Sphinx Islands (P) - Finish

Sunday, 29 September  
**SINGLE-HANDED RACE**  
1000 h start, TL 1500 h, 9.5 NM  
Start - Batt Rock (P) - U62 (P)  
- Welbury Spar (P) - Batt Rock (S)  
- Finish

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

## Summer season results

Team	Points
Brogan	2500
Meek	2036
Grange	1979

CHEEKY BUOY	500
ELECTRA	268
FINAL DASH	228
DERYIN MOR	225
ALACRITY	220
SAORSA	167
FANDANGO	153
BETHIA	130
MINKE	100
VALHALLA II	90
NUMTIJAH	50
LONE RANGER	47
SLY FOX	25
TOAD HULL	20
GWAIHIR	10

## THE CRUISING LIFE

### Cruising in July and August

The cruising program has been blessed with extraordinarily good weather that has brought out a greater number of cruisers than last year.

The Vancouver Cruise started with six boats going to Silva Bay where we amused ourselves with visits to other boats for drinks and dinner. The next morning with smooth seas and light wind we crossed to Plumper Cove on Keats Island where five of us anchored, *WILY MAE* having veered off to the north to visit family near Sechelt. We met aboard *DOCENT* for a fabulous Happy Hour. There are advantages to having a large luxurious yacht that can accommodate ten in the cockpit for drinks and snacks just out of the microwave. In a happy mood we rowed ashore for a walk and then set up the barbecues for grilling. Rain began to fall but we found a sheltered table under the leafy trees to enjoy our supper.

It rained heavily during the night and dark, mean looking clouds rolled down the surrounding mountains. *DOCENT* saw blue in the west so went home. *WINGS* and *BLUE PETER* chose to visit points north, leaving *KANGA* and *TINKER* to surge off to Vancouver under shortened sail. The reservations made at the Burrard Bridge Civic Marina were useless but Fishermens Wharf had lots of space at 35¢ per foot. They also have good restrooms and coin operated showers. With the Granville Street Market a short walk or sail away, good security, and quiet neighbours, the Fishermens dock is a good destination, unless of course most of the fishing boats are in harbour.

In the morning the crews of *KANGA* and *TINKER* wandered around the Granville Market, and over to the two nearby large chandlers. The big city didn't beckon us so with the prospect of a fast sail home and ebb tide at Porlier, we agreed to meet between the Secretary Islands. Tacking out of Vancouver Harbour against a west wind with a strong flood gave us numerous close looks at Spanish Banks and Point Atkinson. Finally we were able to clear the shoals of Spanish Banks and turn south for an exhilarating sail under reefed main and jib, hitting the ebb tide close to maximum.

The Pender Island race/cruise was a great success with ten cruisers arriving on Friday who were joined by three racers on Saturday. The Friday night dinner in the restaurant at Browning Harbour still

leaves something to be desired, like reasonably timely service. In the morning the crews of *VALKYRIE*, *ALMUCANTAR*, a line of constant altitude above the horizon you say, *WINGS*, *WILY MAE*, *KANGA*, *MERLOT* (Terry Ison's new Nonsuch), *ORION*, *NUMTIJAH*, *BETHIA*, and *TINKER* walked or hitchhiked to the Fall Fair to enjoy the festivities. In the evening with the racers *CHEEKY BUOY*, *ELECTRA*, and *FINAL DASH*, we set up the barbecues on the beach where as has become the custom the racers provided salads and potatoes. Somehow—actually through good planning on the part of the first mates—the food seemed to work out, and a very enjoyable meal was prepared. A note for future Fleet Captains Cruising: a portable table would be a worthwhile acquisition for these barbecues.

The next day the cruising fleet made its way to Otter Bay where we rowed to the beach for a happy hour that was enhanced by the glorious weather followed by the sunset in the west.

It will be good to get some feedback on the cruising program. We have had vineyard tours, concerts, a cruise to Vancouver, combined races and cruises, and will have the tour of the Oceanographic research facility in Pat Bay. Let us have your ideas. Please call Tony BurrIDGE at 537-5029, or betony@Saltspring.com.

### The 'Open Boat Show' at the club marina

On Sunday, 29 September we have arranged for some club members to show their boats to other club members starting about 1600. This will be a great way to see other boats, ask questions, and get together for the Salmon Barbecue.

*Come and visit:*

Terry and Sheryl Ison aboard *MERLOT*, their new Nonsuch. This vessel is roomy.

Manfred and Jacqueline Mezler aboard *MANDOLYN II*, a Sail Orca 38. This is a vessel ready for deep sea travel.

Nick and Tanis Smythe aboard *WILY MAE*, their Hughes 40. Find out why their yacht is registered in Panama.

John and Irene Gibbs aboard *DOCENT*. Visit *DOCENT* and her crew. They have been around the world. Warm your coffee in their microwave.

Jim Sinclair aboard *MELODY*, a 32 foot Monk cruiser. Jim is busy preparing *MELODY* for live-aboard. He hopes to have the shavings swept up in time.

Look for the yellow balloons marking the open boats.

## Going south

In July Candace, Harrison, Humphrey and I went south for six days on *GYPSEY*.

Each of us have our own interest in boating. One of us for example, likes to stay in one interesting place, sleep in, have coffee in bed, and generally un-lax. Another of us likes to rise at 05:00, start the engine and explore as many miles of shore line as daylight allows. Another of us loves running and chasing sticks on the beach, while the final member of our *entourage* likes nothing better than to find new bushes to smell messages on left by other dogs. The reader will appreciate that harmony always prevails because all such preferences are easily catered to.

Our first stop was Cabbage Island at the south end of Saturna. More-than-average care must be exercised when approaching this otherwise excellent anchorage. We had an exchange of words with the commanding officer of another boat regarding appropriate proximity when at anchor. This person felt that a kilometre or so is in order. I believe half this distance is sufficient when there are so many of us to be accommodated.

We checked in with the customs at Friday Harbour. The boys needed to show certification that they were not hydrophobic. I had to attest that *GYPSEY* had no Idaho potatoes, Florida oranges, Cuban cigars or BC Bud on board, and that she was 894.92 cm (29 feet 11 inches) long. As Candace didn't fit the latest *profiling* guidelines, there were no forms to fill out and no fees; just "Have a good visit".

That night was spent on a buoy at Blind Island State Park, just across the way from the Orcas ferry landing. We found that the Washington marine park system is excellent. There are lots of places, easily located using a brochure they sent us. Anchoring is free, buoys cost US\$7. You go ashore to pay. Washington has not privatised their parks, so each is visited daily by a real Park Ranger.

Not far away is Flounder Bay. This is Coconut Grove, Florida North. About 4,000 million-dollar yachts tied up at the front doors of houses built on rock fill islands. Plebeians such as ourselves were not encouraged as there was no public dock to be found.

Along the shores of Lummi and Whidbey Islands are lots and lots and lots of newish mansions with an estimated floor area of 929.03 square metres (10,000 sq. ft.) plus, each. Clearly, pauper's country. It is interesting to note that none of these houses' views are blocked by walls of unsightly 'topped' trees... and although metal roofs are common, these

have a matte dark green colour that blends in with the surroundings. I understand that this is in keeping with the recommendations of the PACDGA (Presidential Advisory Committee on the Discouragement of Garish Architecture), an organisation I'd like to see set up shop on Saltspring.

Deception Pass has two marine parks. We checked out the one at the east side and decided we did not like the



HAROLD BROCHMANN PHOTO

Candace and the boys at Spencer Spit State Park on Lopez Island

extremely shallow water and large number of boats there. The park at the west entrance was perfect. Well protected, spacious, lots of walking trails, nice beach, showers on shore. Even a small museum dedicated to the Civilian Conservation Corps (CCC).

I'd never heard of the CCC before. It was a 300,000 strong work project put in place by Franklin Roosevelt in 1933. This park was one of their projects.

Deception Pass, by the way is quite fun to go through on a following tide. Not for the faint-of-heart.

At the eastern end of Skagit Bay one enters a well-marked 10 foot deep depression in the mud that takes one through some very picturesque countryside to LaConner. The tide makes this waterway into a moderately swift river which changes direction several times per day. Navigation, as such, is easy, but tying up at a dock under these conditions takes a little thinking about.

On the way north in Padilla Bay we were met by at least fifty high powered crab boats apparently heading home for the night, each with a smiling and waving crew of two. Each of these craft carried perhaps twenty or thirty crab traps. I'm curious about why these boats have such a modest number of traps and why

these were not in the water.

As we continued north it slowly dawned on me that the navigation channels here were devoid of bleach bottles, milk jugs and other flotsam held in place by floating rope attached to crab traps. Yes, we did see several red and white buoys duly marked with names and telephone numbers at our overnight stops, but these were unobtrusive and easily seen. One of the park rangers explained

that illegal traps are unceremoniously removed by anyone and everyone in the public interest.

Saddlebag Island was another idyllic overnight stop, followed next morning by a brief visit to the fuel and holding tank pumps at Anacortes. You really have to watch where you are going in these shallow waters.

As you leave Anacortes you become aware of the substantial industrial economic activity taking place here. Ship yards - one with a very large floating drydock - seafood warehouses with unloading Alaskan trawlers. People *working*.

We actually got some wind crossing over to James Island, just off Decatur, which was the stop before Bedwell Harbour and an encounter-to-be-remembered with the stalwart members of the Canadian Customs and Revenue Service. I'm not really quite sure what sorts of things are in danger of being smuggled in from the states, as things are not at all cheaper there. They ask about apricots and whiskey, but I'm sure they have something more sinister in mind as they shine their flashlights into my bilge.

If you haven't cruised south yet, consider doing so. We enjoyed it.

—Harold Brochmann (and *GYPSEY* crew)