



SALTSPRING ISLAND SAILING CLUB

# Tell Tales

VOLUME 22 • NUMBER 4 • APRIL 2003



*ELECTRA and FINAL DASH during the recent Channel Islands #1 race—a formidable club duo!*

BOB JONES PHOTO

## Welcome to the Annual Sailpast and Opening Day—Sunday, May 4th

The Annual Sailpast and Opening Day is one of the more formal activities of the Sailing Club year, one in which the members have an opportunity to show the high regard and respect in which they hold the club, our Commodore and the Flag Officers. It is an event for which, if you are unable to take part, a letter of regret to the Commodore is in order.

This year's event will take place on Sunday May 4, starting at 1100 hours with all boats on the water, and the actual sailpast and flag dipping at 1130 h. Each boat should be flying the national ensign at the taffrail, and the club burgee at the second most senior position (see page 74 of the Yearbook). Flag officers should fly their pennants.

Here is what happens: Commodore Russ Crouse will anchor *SENTIMENTAL JOURNEY* off the Club breakwater. The Club boats will form a line astern of the Fleet Captain Racing in *FINAL DASH*, followed immediately by Past Commodore Ganderton in *VALKYRIE*, followed by other Past Commodores, then by Rear Commodore Denny in *BETHIA*, followed by other Flag Officers, followed by all other members in their boats. Power boats and sailboats should intermingle (like a cocktail party). Once organised into a line or circle, we will run past the stern of *SENTIMENTAL JOURNEY* with the wind astern or on the beam. The actual direction in which we will pass the Commodore will depend on the wind that day. Sailboats should keep their motors running on standby.

As each boat passes astern of *SENTIMENTAL JOURNEY*, the national ensign should be lowered to the  $\frac{1}{3}$  hoist position, but not so low that it ceases to fly. It should remain lowered until the Commodore responds by lowering his ensign. When the Commodore raises his ensign again, that is the time to raise yours and sail away to a safe area out of the way of the other vessels waiting to sail past.

If your ensign is not on a halyard which allows it to be lowered, you may either remove the entire flag staff with the flag, and keep it removed until the Commodore has raised his; or you may simply hold the flag against the staff so that it ceases to fly.

When all boats have completed their sailpast, boats may return to the dock and repair to the clubhouse where a well-stocked bar will be waiting. When the Commodore returns to the dock, he will be piped ashore (by real Scottish pipes) and up to the clubhouse to the widespread and audible approbation of the members. When he has been suitably refreshed, a (free to you) catered sandwich lunch organised by the Staff Captain and crew will be served.

These then are the essential facts: Sunday, May 4 at 1100 h; bring your boat, a flag and flag staff. It is *not* a potluck. Dress optional (but strongly recommended, as it can be chilly at the beginning of May).

—David Wood  
Fleet Captain, Racing

## Annual Spring Clean-Up and Work Party!

Saturday, 12th April, 0900–1630 h

There'll be chores for everyone around the clubhouse and on the docks, so bring whatever tools or equipment you have handy, and come on down to share in the fun at our club.

Our Staff Captain will be serving a great lunch and—yeah—there'll be donuts at the mid-morning coffee!

Beer will be served at the end of the day (for those who stay with it till the work is done!).

## Sailpast 2003

on Sunday, 4th May

starting at approx. 1100 hours

Sailpast at 1130 hours

← Be sure to read all the instructions on this page!

## Shaking Up or Down?

The **Shake-Up Cruise** leaves Thursday, 24th April for Pat Bay, Tod Inlet and Genoa Bay. The Ocean Sciences Institute visit is at 1100 h on Friday.

The **Shake-Down Cruise** with opportunities for anchoring/rafting-up practise in local waters. We leave on Wednesday, 7th May. Ports can be changed 'on the hoof' if desired (see your Yearbook for complete itinerary details).

For more information, see page 3 and/or call Neil Buchan at 653-9253 or meadow@saltspring.com

## Our tenth anniversary LADIES' CRUISE!

Thursday, 5 June–Sunday, 8 June

Please call Irene Gibbs at 537-5184 or igibbs@saltspring.com. Or come to the meeting on the 16th April.

**Deadline for the next Tell Tales is 2nd May**

## Commodore's report

Our 2003 yearbooks have recently arrived at the clubhouse, and I would like to take this opportunity to acknowledge our yearbook team: Nigel Denyer, Per Rasmussen, Dan Phelan, Bruce Coney, and Jim and Eva Spencer. Thank you for a job well done. Please be sure to drop by and pick up your copy.

Your Board of Directors has had a busy three months. We have reviewed our financial statements with the club accountant, Les Brent, and held a special Board meeting to review our Long Term Plan. Due to the heavy load carried by our Treasurer as our club grows and we undertake various projects, and the need for an experienced bookkeeper, the Board decided to hire club member Gary Railer to be our financial administrator.

The Board review of our Long Term Plan paid special attention to the central focuses of our club: recreational boating, provision for moorage and youth involvement. Our review led to some changes and revisions in the list of projects and their priority in our Long Term Plan. The breakwater project which was previously approved is now completed. We decided that no action could be taken on the speed buoy issue until we have more information and the dredging study needs to be updated. The patio expansion along with relocation of entrance downstairs was rejected. The clubhouse reassessment has been completed and several options are available for review, and the results of that review will determine whether any projects would be undertaken with respect to the rear/upper expansion/refurbishment of the clubhouse.

It is felt that because we now have a waiting list for moorage that the C-dock, finger installation now warrants the highest priority, which is a change from the previous Long Term Plan. Next in priority is the foreshore, based on deterioration rate. The launching ramp and pier and tidal grid have been given low priority in the plan.

The Meet and Greet evening held on January 28 was a great success with over 60 members in attendance. Dick Patinson gave a great slide show on one his many trips around Vancouver Island. Thank you Dick.

Harold Brochmann is crafting a 'family album' of the Sailing Club and will be taking photos of all club members over the next several months. Watch for Harold and his camera when out and about the club grounds.

## Clubhouse and grounds

First of all, the new roof has been installed on our shed at the top of the driveway. Although I have not inspected it at the time of writing, I believe it will look much better and last much longer than the old moss covered shingles which were on there before.

The lunch room for our junior sailors in the basement of the clubhouse is almost complete, thanks to the help of several club members, whom I have previously mentioned. The new work will be ready to receive some paint and varnish, during the Spring Work Party coming up next weekend.

As for the clubhouse itself, plans for improving and expanding are moving along. We have met with the Building Inspector, who liked what we have in mind. David Peter is developing a plan which will be presented later to the membership for comment. Some of you have already given suggestions, which I appreciate.

The main item in this report, is to remind all of you willing and able-bodied people to come out and join the Spring Work Party this coming Saturday, April 12th. We will be starting work around the clubhouse about 0900 hours. The docks of course also need work. Bring whatever tools or equipment you have handy, and come on down to share in the fun at our club.

Finally, a beautiful outdoor bench has

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In closing, I would like to acknowledge and thank John Farquharson for his tremendous assistance to the Board by filling in for Past Commodore Jim Ganderton while Jim has been away. Thank you John.

—Russ Crouse  
Commodore

been installed on the lower grounds of the Club. This was donated by the Thomas Family, in memory of Steve Thomas, who gave a great deal to the club. I wish to thank the Thomases for this generous and thoughtful donation.

—Rob Denny  
Vice Commodore



## On the docks and waterfront

I hope you get to read this before the Work Party day on April 12th.

We will be rebuilding a 40 ft. section of B-dock right *in situ*, so bring along your favourite hammer, pry-bar and work gloves. We will also need some large clamps (14-16" Kwik clamps would be great!), a good hand drill that can push a 5/8" drill through 6 or 8" of thickness, a couple of skill saws and the usual complement of hand tools.

The flotation at the outer end of C-dock seems a little tired. A couple of good chain-type come-a-longs and a length of chain will be needed here. The new styro-foam blocks are already in the shed.

Whilst the above is progressing I hope we can get the electrical work started on the breakwater by feeding the wires through to the power outlets on BW-3 as well as the supply line that goes the full length of BW-3 to feed the BCFC dock with power.

There are half a dozen more jobs to be done, so come out and join the fun!

See you there on the 12th.

—Derek Barrio  
Rear Commodore

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Editing/production by Per and Lynetta Rasmussen ([pras@saltspring.com](mailto:pras@saltspring.com))

## Get ready for cruising to exotic Gulf Island destinations!

All club members are invited to take part in cruises of your choice for all or part of the itinerary.

### April

Shake-Up cruise leaves Thursday, April 24th for Pat Bay, Tod Inlet and Genoa Bay. Program at the Ocean Sciences Institute is timely: 'Tectonic Plates and Earthquakes!' 1100 h on Friday.

### The May cruises

1. A Shake-Down with anchor/raft up practise in local waters.

The Shake-Down leaves on Wednesday, May 7th. Ports can be changed 'on the hoof' if desired (see your Yearbook).

2. An approximately 10-day cruise to Princess Louisa Inlet, planned to leave after the Round Saltspring race weekend but before the hordes, accompanied by bratty parents, are unleashed by the schools.

## Planning the Princess Louisa Inlet cruise

An ad hoc meeting of all members interested in the PL cruise will meet at the clubhouse on 15th April at 1900 hours to decide a time and date for leaving. Please attend if interested. Please be ready for puzzling out, 'How to get there, what to watch out for, dangers and delights, stops along the way, fuel/refreshment requirements and the myriad of little inconsequential but important details which will get us there... wherever it is... and home'. Experienced PL'ers are doubly welcome!

Leave between Wednesday, May 21st and Monday, May 26th. Date and flotilla leave time to be agreed on at the meeting. You have to keep on my good side 'cause I'm getting the club BBQ from Tony and if you don't, there will be no room on it for your dinner. So: sign-up sheets are on the clubhouse notice board and at the dock and it would be helpful to me if you would give name, phone number (and email if you are modern).

A cheery new-season greeting to all from the Cabin Boy. See you at Spring Clean-up.

—Neil Buchan  
*Fleet Captain, Cruising*

## Round Saltspring moorage needed!

The **Round Saltspring Race** is coming up soon! We expect to have quite a number of participants so we will need every slip we can possibly get to accommodate the visitors. Please let me know if you will be vacating your slip to go cruising or are willing to raft up with a friend to make space available.

Call Jon Healey at 537-1222 or email [jonandjenhealey@yahoo.com](mailto:jonandjenhealey@yahoo.com) or sign up on the Wharfingering notice board just inside the clubhouse door.

—Jon Healey, *KHADINE*

## Wharfingering

### Wharfingers half gone

Pretty well half of the days for which we need 'daily wharfingers' are now spoken for. This is great, *but* we need more of you to join us in this rewarding occupation. Talk to Tony (537-5992) or John (537-1933) or Jon (537-1222—new phone number!) to get the lowdown on what's involved. The sign-up sheet is just inside the clubhouse door. Don't be shy. Don't miss out! See last month's TellTales for times and dates.

### Dinghies anonymous

January TellTales' warning re: unidentifiable and misplaced dinghies has not been heeded. Only 13 are 'readily identifiable'.

Those dinghies are listed on the Wharfingering notice board. Please check that list. If your own vessel's name is not posted, and you have a dinghy stored on the club docks, that dinghy is eligible for removal. Please read the club's Regulations. There are also a number of dinghies not in 'allocated areas'. These also are eligible for removal. Do not store your dinghy in the water, or on the fingers. Thank you.

—Tony Booker, *Wharfinger*

## Secretary's notes

Welcome to new Regular Members Edward and Margaret de Boer.

Thanks to Tony McEwen for notary services and Jim Spencer as always for mailing labels.

I'm about to order club burgees; call me to reserve one.

We need a volunteer to coordinate the annual (November) engraving of trophies and awards. Interested, please call me at 537-4207.

—April Steel, *Secretary*

## The social scene (and notes from the galley)

### Work Party

As you know, April 12th is the Work Party and I will be serving you all a great lunch and yeah, there'll be donuts at the mid-morning coffee. Beer will be served at the end of the day (for those who stay!). Thanks for your help.

### Notice from the staff captain

Lately I have noticed a few unwashed dishes left in the bin. If you use the dishes in the clubhouse, please wash, dry and put them away again! What else can I say about that?

### Notice to all ladies...

of the sailing club. This is to let you know that the treasurer of the *Homewaters* group would like to have a meeting of anyone who is interested in discussing the funds we have sitting in a bank doing nothing. This meeting will take place on Wednesday, April 16th about 1300 hours at the club. We will also discuss the ladies' cruise, so bring some ideas and come and have a quick cup of coffee.

### Sailpast

Last year we had quite a hard time getting everyone served and seated at the luncheon after the Sailpast so this year we are going to try something different. You *will not* have to bring anything to the sail past for lunch; I am going to get this event catered. We will have a simple lunch of sandwiches and treats, and hopefully everyone can find a spot to sit. If it's a nice day we'll even serve you on the lawn. The bar will be there as usual, so come and enjoy yourself, have a drink and enjoy the *light* lunch without having to make anything ahead of time. Sailpast is May the 4th.

### Thanks...

to Rob Denny who gave us a great talk at the March social on how to varnish properly to keep that 'well loved look' on all the wood on your boat. I think several of us were impressed with how much work it takes. Everyone had good questions and thought it was an interesting evening. Thanks again Rob.

—Susan Paynter, *Staff Captain*

Send an email to [webmaster@saltspringsailing.ca](mailto:webmaster@saltspringsailing.ca) if you have newsworthy items which should go on the club website!

Go to [www.saltspringsailing.ca](http://www.saltspringsailing.ca)



## The Enterprise project... and Albacores, too!

As you can see, I have made significant progress since your last visit to my shop. The bottom planking is all on now. That was the hard part. The side panels are going on a little more easily. What I do is make up the panel for one side, scarfing the plywood, then use it as a pattern for the other side. I am installing all the plywood with epoxy glue, and not using any screws, except temporary ones. Epoxy sure is wonderful stuff for boatbuilding. In the past, you could not get away without using screws every few inches. Any screws I do use will be bronze, which is the best.

By the way, the plywood I am using is 'Joubert', made in France. It is super quality, and is manufactured for marine use. It is very nice material to work with. Fortunately, it is available at a hardwood supplier over in Sidney.

What I will probably do is finish planking the hull, then leave it until next winter to finish. Building the deck and interior, along with centreboard, rudder and spars, will take some time. I would like to do a careful job of it. Meanwhile, my big boat, *BETHIA* is needing a lick of varnish, and paint, plus wanting to be sailed.

## On another subject... Albacore dinghies for sale

I have found out recently, through our dinghy expert, Martin Hoogerdyk, that C.F.S.A. has several Albacore sailing dinghies for sale. They are \$1000 each, for a complete boat. These are a high performance, fibreglass dinghy, about 15 feet long. If anybody is looking for a good sailing dinghy at a bargain price, I would suggest you look at these. Martin and I both have the name and address of the contact person, if you are interested.

—Rob Denny, *Vice Commodore*

## Pacific Yachting... what a deal!

You will remember that last year the Power Squadron offered to include Sailing Club members in a special group rate for either a new subscription or to extend your current sub of Pacific Yachting magazine. The time has rolled around to do this again, and PY and the CPS are continuing the same offer, but you must act as soon as possible. So, if you wish to continue, please call Jim Ganderton right away at 537-1345 for more information about how to sign up for this bargain.

—Ed.



## Countdown to Round Saltspring Still more volunteers needed!

The Round Saltspring Race is on track. Registration forms have been sent out to almost 150 former racers, as well as posters and forms to twelve local yacht clubs, reminding them of the race. The race has also been advertised in the current edition of Pacific Yachting.

Now is the time to concentrate on the organisation of the race and the key to a very successful event will be the help we get from our club members.

Phyllis needs *volunteers*, so please be prepared to contact her and offer some time. Phyllis is presently away in Florida for a couple of weeks re-charging her batteries, but will be back after the 15th. Our hope is to have *lots of volunteers*, so that if we spread out the work all our club members can enjoy the event.

—Bill Bull, *Committee Chairman*

## 2003 is the year for joining the Ladies' Cruise

### Our tenth anniversary cruise!

Circle the dates on your calendar right now: Thursday, June 5th through Sunday June 8th.

Possible destinations - Sidney Spit, Tod Inlet and Portland Island. As usual, it's BYOB (*Bring Your Own Boat*), or crew on someone else's boat.

Whether you've been cruising with us before, or this is your first time, please give me a call or come to our information meeting in the clubhouse on Wednesday, April 16th at 1300 hours. New members are especially invited and encouraged to join for the fun of it all.

Call me at 537-5184 or email me at [igibbs@saltspring.com](mailto:igibbs@saltspring.com). Or come to the meeting on the 16th at the clubhouse.

—Irene Gibbs, *DOCENT*

The club website  
is where the action is!  
Go to  
[www.saltspringsailing.ca](http://www.saltspringsailing.ca)

## Please support our advertisers!

Take a moment to read through the 2003 Yearbook (you did pick up yours, didn't you?). Especially check out all the advertisements—they're the ones which make the production of the Yearbook possible.

The Yearbook came in very close to budget: total expenses came to approx. \$2660; advertising revenue to \$2760, which leaves us with a surplus of \$100.

So you see, we depend solely on the advertisers to finance our Yearbook. This is why we keep saying, "Tell the advertisers you saw their ad in the Yearbook!"

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Philpott Machine Works  
Sidney Marine Supply  
The Marine Supply Store  
UK Sails  
West Wind Hardwood  
Westport Marina

## The new Marine Parks fees... legal or no?

Most of you received the email sent out to all members asking for your support in arguing the case for keeping the fees at the BC Marine Parks as they are. The response was wonderful and the discussion lively.

The Board is at sixes and sevens about this issue but the members seem to be of one voice. Clearly the province of B.C. is violating both morality as well as legal issues now that it has imposed a fee of \$2.00 per meter for the privilege of anchoring in B.C. Marine Parks.

This contradicts the Navigable Waters Act because the B.C. Government has no authority to control or to inhibit either anchoring or movement of vessels in the navigable waters of Canada. This authority rests solely with the Navigable Waters Protection Branch of the Canadian Coast Guard. The Coast Guard does not have the freedom or right to delegate their authority over these activities.

The Government of B.C. is acting outside of its jurisdiction and must be stopped by the Coast Guard, which has the authority, or by the members of the BC boating community.

Besides acting improperly, the Government of B.C. is introducing a law which flies in the face of safe boating practice and will undoubtedly result in BC boaters avoiding Marine Parks, which provide the safest anchorages, and anchor instead in less safe places with possibly dangerous outcomes. We should be objecting with the same venom that the Coast Guard did against the Province of Ontario which tried this same manoeuvre a couple of years ago and was forced to withdraw the action.

Another point of concern to our Members is the use of the funding that we have annually given to the Marine Parks Forever Society for many years. Do we, as financial contributors to the Parks, not have a right to comment in a timely manner on the use of the assets to which our money has been donated? We most certainly should! And should we, in the light of these draconian changes imposed unilaterally by a non-boating (?) bureaucrat, continue this practice of donating funds from every member of our club? Many of our members think not!

If you have not yet contacted the Minister and the MLAs as yet, please do your part and send them a missive (the appropriate addresses are listed elsewhere on this page). Time is running out. The fee increases will be in effect on 1 May 2003!

—Jim Ganderton (and others)

## New reading material about boats on our bookshelf

Jim Spencer has been clearing out old files and magazines. He came across two items which he hated to throw out as he thought they might be useful to some club members. He writes:

"[I found] three years of *Practical Sailor* ending in 1997. I have filed them in one large binder and left them in the clubhouse. There are one or two other binders at the club with other years of the same magazine.

I have also left another large binder at the club which I think some members will find more interesting. I had about 15 years of *Currents*, the monthly newsletter for 'Bluewater Cruising Association' which has become famous in the cruising world—mostly because of the 'Letters from their offshore members' which are a filled with actual experiences from their travels around the oceans of the world. I had to cut them off somewhere so I filled one binder with six years of letters ending in January 2002."

Jim has placed these binders on the bookshelf in the entrance to the clubhouse, and any member who is interested may borrow them, read them, and put them back in the clubhouse, for others to enjoy.

—Ed.

## Lost on A-dock...

a boat brush with long handle, round head, in good condition. Missing since around Christmas. First thought it was borrowed by someone. I did not put my boat name on it. If anyone knows where it is, please phone Ping Drage at 537-1358



### MLAs in Victoria to contact:

Hon. Joyce Murray,  
Minister of Water Land  
and Air Protection  
Room 124 Parliament Buildings,  
Victoria, BC, V8V 1X4  
E-mail: joyce.murray.mla@leg.bc.ca

Murray Coell, MLA  
Suite F-2412,  
Beacon Ave,  
Sidney, BC, V8L 1X4  
E-mail: murray.coell.mla@leg.bc.ca

# RACING NEWS

The racing fleet is growing, thanks to some old familiar boats coming back to challenge (and, in YEOMAN's case, win!), and some new and very welcome boats coming out for the first time. There were 13 boats out for Channel Islands #1, and we hope that as spring advances and the weather warms up, even more will join us. Because of the postponement of the Round Prevost race, there are three race reports this month.

All of our races have been started by our new club starter, Jim Ballantyne, who has been doing an excellent job. Having Jim on the dock with timer and horn allows the rest of us to concentrate on the job of hitting the line on time and at full speed, and all the racers are very grateful to him.

## SPIRIT OF CANADA

As many will have read in the press, Derek Hatfield sailing SPIRIT OF CANADA in the Around Alone Race was dismasted on March 7, 30 miles ENE of Cape Horn in 40 foot seas and winds gusting to 80 knots. This must have occurred just moments after our club had sent him \$500 towards the costs of his campaign.

After cutting away the rig, Derek was able to continue under power to Ushuaia, the most southerly port in Chile, where he has worked on repairs for the last month. By the time you read this, he should be on his way again, with the boat repaired, the electronics, sails and rig replaced, and showing a grit and determination which it would be nice to think is characteristically Canadian.

While some might see our donation as poorly timed, I suspect that Derek sees it as coming at the moment of his greatest need. We are not alone in supporting him. The outpouring of support from yacht clubs and individuals across the country has been remarkable. This support for someone who is down on his luck may be an even more Canadian characteristic than grit and determination, but it is one that we should be proud of.

Anyone feel like sending him another \$500?

## Ratings

There must be few racers who have not, in that darkest hour just before dawn and in some deep recess of their minds, fantasized about ratings—specifically that their own was too low, or that everybody else's was too high, and that in a properly ordered universe this state of affairs would be corrected (or, in a truly perfect world, reversed).

Fantasize no more. A properly ordered universe is unfolding all about you, at the hands on of none other than the person you would expect to be in charge of these things, Kevin Vine. Kevin is in the process of reviewing the ratings of all the active sailing boats in the club, with the goal of ensuring that, as we gather on the starting line, no one is playing with loaded dice. As we say on the race course, let the victory be to the swift, not to those who through graft, dubious connections, or a terrier-like tenacity augmented by spurious quasi-legal arguments, have conned their way to a rating they have done nothing to deserve.

Well played, Kevin. I tell you, Sir! Fair play will out; we will bring the rules of cricket to sailboat racing.

—David Wood  
Fleet Captain, Racing



BOB JONES PHOTO

ELECTRA and YEOMAN rounding Peile Pt. in the Round Prevost Race

## Round Prevost Race

16th March - Ten boats competed in today's race that was a re-run of last week's race which was cancelled due to snow. At the start the south easterly was 15 to 18 knots, which was a marginal call for a reef in the main as we tacked down to Second Sister. The lead boats elected to go clockwise round the island and the remaining boats followed suit.

It was close racing down Trincomali and Swanson Channels. At the south east end of Prevost, in an event typical of our waters, the goodly wind which was giving us such a fun sail died, leaving a big parking lot. YEOMAN, ELECTRA, FINAL DASH and ALACRITY who were leading just made it into Captain Passage with little more than 50 yards separating them. It was more or less game over for

the rest of the fleet.

A fairly heavy squall over most of Salt Spring kept the wind well to the south so that the homeward leg became a spinnaker reach. The squall did not get to us but the rain did and it killed most of the wind. FINAL DASH was able to make the most of the light beam wind and handily took line honours. Worthy of special honours was Dick Pattinson who, sailing GWAIHIR single-handed, worked his way through the flat spots and completed the course.

We would like to welcome WESTWIND (Hunter 37.5) skippered by Ole Andersen to the club fleet and also extend a welcome to a non-club boat, SOUL DANCER, (Hunter 35.5?). We look forward to seeing you both again.

Boat name	Skipper	Finish	Corrected T on T	Place	Race points
ALACRITY	Jones	13:08:58	2:38:50	1	
ELECTRA	Kibble	13:10:46	2:39:20	2	
FINAL DASH	Wood	13:03:55	2:42:18	3	
YEOMAN OF C	Hume	13:20:14	2:51:25	4	
FANDANGO	Phil/Art	13:59:45	3:29:37	5	
GWAIHIR	Pattinson	15:22:46	4:26:00	6	
WESTWIND	Andersen				DNF
DERYN MOR	Vine				DNF
NAIAD	Buchan				DNF

## Channel Islands #1 Race

23rd March - Lots of wind greeted the 13 boats which turned out for a fun and energetic day on the water. Some brave racers hoisted spinnakers before the start but most allowed boat speed to improve over the start line and then hoisted between the puffs. It was a busy time for most with speeds of 7.5 knots recorded by many on the way to the Channel Islands. The race allows either way around the islands. With a strong ebb tide there was no correct way, so many boats passed each other at the far side.

At this point it was anybody's race. However, *YEOMAN* (Phil Hume) had been smart enough to prepare a small headsail for the beat against wind and tide and forged ahead. Most of us were caught with too much sail up although *ELECTRA* (Roger Kibble) was doing just fine with a full sail. By the time the lead boats had got past the Sisters a very dark cloud was hovering over Ganges clearly indicating lots more wind and maybe some rain. *YEOMAN* maintained her lead to take line honours and missed the squall but *ELECTRA* and *ALACRITY* (Bob Jones) crossed the line in 25 knots-plus with some rain. The squall killed the normal wind and left *FINAL DASH* (David Wood) in light airs just short of the line. The remaining fleet also suffered the same fate while beating up the harbour. Most boats completed the course in less than two hours and probably considered the day a two-hour work out.

David Wood presented the trophy to Phil Hume at dockside and John Cameron recorded the event for the club web page.

The Channel Islands #1 trophy was presented to the *YEOMAN OF CESTRIA* crew (left to right): Mark Perrins, Perry Booth, Phil Errington, and Phil Hume (skipper)



JOHN CAMERON PHOTO

Place	Boat	Rating	Finish	Corrected	Points
1	<i>YEOMAN OF C</i>	132	12:17:05	1:54:12	100
2	<i>ELECTRA</i>	144	12:22:10	1:57:12	92
3	<i>ALACRITY</i>	138	12:23:45	1:59:50	85
4	<i>MINKE</i>	252	12:47:10	2:03:29	77
5	<i>DERYN MOR</i>	237	12:46:36	2:05:31	69
6	<i>WESTWIND</i>	172	12:39:10	2:09:21	62
7	<i>FINAL DASH</i>	99	12:31:50	2:14:40	54
8	<i>FANDANGO</i>	138	12:39:15	2:15:20	46
9	<i>ALMUCANTAR</i>	179	12:47:09	2:16:07	38
10	<i>CHEEKY BUOY</i>	241	13:03:20	2:21:34	31
11	<i>SOUL DANCER</i>	157	12:53:00	2:25:47	23
12	<i>PLAYTIME</i>	237	14:42:00	4:00:55	15
13	<i>GWAIHIR</i>	260	14:46:42	4:01:38	8

## Walker Rock Race

6th April - This was one of those races which started out as a non-race. After three hours the fleet of 12 boats was only just clear of the ebb tide in Captain Passage. The remarkable point was that all boats in the fleet were within about 200 yards of each other. Our Fleet Captain made a plaintive plea to the fleet via VHF to consider a revised course, however the courageous and the diehards gently

outvoted David. This proved, in time, to be worthwhile as a 10–12 knot wind out of Navy Channel gave a goodly spinnaker run to the turn at Walker Rock.

The fleet was still bunched up at the turn with the elapsed time from first to last round Walker Rock probably not exceeding 15 minutes. The beat home sorted out the fleet. *YEOMAN* (Phil Hume) forged past *FINAL DASH* (David Wood) to

lead the pack into the return to Captain Passage. *ELECTRA* (Roger Kibble) showed just how close to the wind a vessel can sail and maintain speed but in his enthusiasm forgot to leave Welbury Spar to starboard thus forfeiting the race.

At the finish, *YEOMAN* was clearly the winner on both line honours and corrected time. *DERYN MOR*, (Kevin Vine) well back in the fleet, corrected out to second place with *ALACRITY* (Bob Jones) in third. This should not take away from the spirited spinnaker duel between *ALACRITY* and *ELECTRA* on the final leg to the finish line.

The day started out in frustration but finished in exhilaration. Just what a fun day on the water is all about.

The results, scored time-on-distance are shown here. Check out the website for the spring series totals.

—Bob Jones

Place	Boat	Rating	Finish	Corrected	Points
1	<i>YEOMAN OF C</i>	132	17:02:31	6:24:27	100
2	<i>DERYN MOR</i>	237	17:37:00	6:28:40	92
3	<i>ALACRITY</i>	138	17:12:30	6:32:43	83
4	<i>MINKE</i>	252	17:46:50	6:34:10	75
5	<i>FINAL DASH</i>	99	17:07:52	6:39:19	67
6	<i>CHEEKY BUOY</i>	241	17:52:00	6:42:31	58
7	<i>FANDANGO</i>	138	17:25:47	6:46:00	50
8	<i>SOUL DANCER</i>	157	17:36:40	6:51:24	0
9	<i>WESTWIND</i>	172	17:42:50	6:53:14	33
10	<i>ALMUCANTAR`</i>		DNF		25
10	<i>NAIAD</i>		DNF		25
10	<i>ELECTRA</i>		DSQ		0

# Discharging a deep cycle battery

By Harold Brochmann

In the last article I described the installation of a digital voltmeter which allowed me to determine the exact voltage of each of GYPSY's two batteries both under load and no-load conditions. The reason for doing this was that an accurate voltage measurement can tell you the state of charge and general condition of the battery. The analogue voltmeter already installed on the electrical panel did not have sufficient resolution for usable readings.

In the next article I intend to talk about some experiments I'm planning to discover the optimum procedure for charging the 'house' battery.

In this article I describe my investigations into battery *discharging*. The reason is to provide some background so as to better understand what happens during the charging process.

If I run my engine until the batteries are completely charged and read the voltage as soon as the engine is stopped, I get around 14 Volts. If no load is applied, then this will slowly drop to 12.6 or so over a matter of hours. The higher reading is called a surface charge. If a load such as a light bulb is applied then this drop occurs very rapidly. Very little energy is liberated during this initial phase.

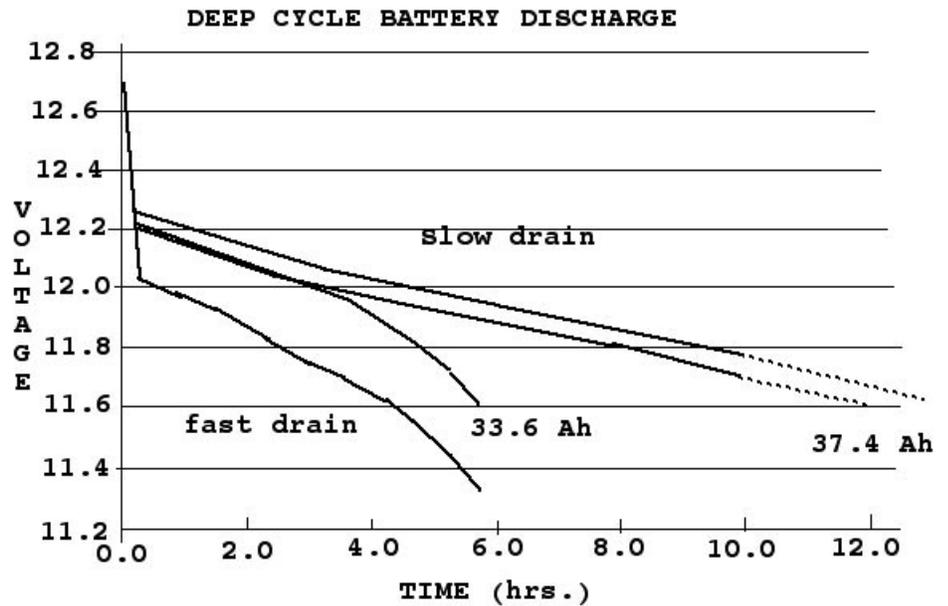
At the bottom of this page is a table I came across in my research. It purports to show the remaining battery capacity versus the open circuit voltage readings. The actual readings would depend on the temperature of the battery.

We assume that the voltage reading of a fully charged battery is 12.7 V. As energy is drawn from the battery, the voltage drops. In practical terms this means that when I leave the lights on in my boat at night they will gradually get dimmer as the battery becomes more and more depleted. At some point I have to turn the lights off so as not to damage the battery by over-depletion.

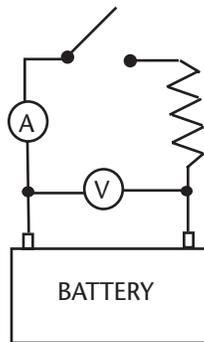
If no current is drawn when I read the voltage reading of my battery, I get the *open circuit* reading. The *closed circuit* reading varies with how much current is drawn.

I decided to experimentally determine the actual practical capacity of my deep cycle battery.

At Radio-Shack I got three 10 Ohm, 25 Watt resistors and soldered them in



parallel. Using a friend's highly accurate meter, I determined that their combined resistance was just about the 3.3 Ohms it ought to be. These were then connected in series with a switch and an ammeter across the terminals of the freshly charged battery.



The voltage of the battery was read at irregular intervals throughout the day with the switch closed and again after leaving the switch open for around a minute.

Then I fully charged the battery again and repeated the experiment with a resistor which I determined was pretty close to 2 Ohm.

The results are plotted in the graph above. The vertical axis shows voltage, the horizontal axis, elapsed time in hours.

The two upper traces show the open and closed circuit voltage readings from the first experiment, with the 3.3 Ohm resistor. The current here is in the range 3.5–3.8 Ampere. The two lower traces show readings using the smaller resistor yielding currents of 5.6 to 6.3 Ampere.

Note that in both experiments, applying a load causes a sudden voltage drop to around 12.2 volts, after which the voltage curves are roughly linear.

In the case of the slower discharge rate, it got to be past my bedtime before the experiment was finished, so I extrapolated the results shown by the dotted lines.

All the articles I read on battery usage recommended that lead-acid batteries not be discharged to a point where less than 20% of capacity remains. Doing so unduly decreases the useful service life of the battery. So I decided that the practical limit of my battery has been reached when the open circuit voltage dropped to 11.6. At this point the battery had yielded 37.4 and 33.6 Ah... about one third of the advertised capacity of this battery!

Incidentally, this is equivalent to approximately 1 kWh of electric energy—or about six cents worth at BC Hydro's present rates.

The rate of energy conversion at the slower discharge rate was in the range of 45 Watts; about what it takes to illuminate GYPSY's cabin at night. At the higher rate, around 70 Watts was produced.

So; what have I learned? Well, I have learned that the practical limit of energy that can be drawn from my deep cycle battery is about 1 kWh which is quite a bit less than what the specs suggest. I also learned that the slower rate of discharge yields more energy; and I have enough capacity to illuminate GYPSY's cabin with two 20 W halogen bulbs for a total of 12 hours when at anchor.

100%	90%	80%	70%	60%	50%	40%	30%	20%
12.70 V	12.50 V	12.42V	12.32 V	12.20 V	12.06 V	11.90 V	11.75 V	11.58 V

# 2003 Round Saltspring

## REGISTRATION FORM

www.saltspringsailing.ca/racing/rsi/

SKIPPER		CLUB	Start: GANGES MAY 17, 1000h
ADDRESS		CITY	
PROVINCE	POSTAL CODE	E-MAIL	Finish: GANGES TL: May 18 1100h Distance: 42.0 NM

## Boat Information

BOAT		BOAT TYPE/LOA (e.g. SAN JUAN 28)	
ASSIGNED RATING (boats without rating will be rated by club)		HULL COLOUR	PRIMARY SPINNAKER COLOURS
SAIL NUMBER			
FLYING SAILS? (yes/no)	WILL YOU BE PART OF A CLUB RACE TEAM or SPECIAL CLASS/ONE DESIGN? (3 or more boats req'd)		



## Crew Names

CREW 1	CREW 4
CREW 2	CREW 5
CREW 3	CREW 6

**Windsor Plywood**



## The Fine Print...

**SAFETY REQUIREMENTS:** P.I.Y.A. Category III; running lights must be in working order and must be used from dusk to dawn.  
**RULES:** The race will be run under the CYA Racing Rules of Sailing.  
**RELEASE:** I understand that the ultimate responsibility for the safety of a vessel and her crew lies with the captain of that vessel. I have read the rules and regulations issued for this event and agree to be bound by them. In consideration of acceptance of this entry or my being permitted to take part in this event, I agree to save harmless and keep indemnified Saltspring Island Sailing Club, its organizers and their respective agents, officials, servants with respect to death, injury, loss or damage to myself, my yacht or any member of my crew, and representatives from and against all claims, actions, cost, expenses and demands in however caused, arising out of or in connection with my taking part in this event notwithstanding that the same may have been contributed to or caused or occasioned by the negligence of the same bodies, or any of them, or their agents, officials, servants or representatives. I further understand and agree that this Release is binding upon myself, my heirs, executors and assigns.

**Hastings House**  
COUNTRY HOUSE HOTEL



## Register

\_\_\_\_\_  
SKIPPER

\_\_\_\_\_  
DATE

**Driftwood** Gulf Islands

Registration is \$50 until May 2; \$60 afterwards. Sorry, no refunds after May 2.  
 BBQ tickets are available at \$10 on a first come, first served basis.

### BALANCE SHEET

Please make cheques payable to Saltspring Island Sailing Club.  
 Mail to SALTSPRING ISLAND SAILING CLUB and mark envelope ROUND SALTSPRING 2003.

Registration..... \_\_\_\_\_  
 \_\_\_\_\_ BBQ tickets @ \$10. \_\_\_\_\_  
 \_\_\_\_\_ T-shirts\* @ \$25..... \_\_\_\_\_ \*Until May 2, custom t-shirts monogrammed with your boat name. Indicate number of each size:  
 \_\_\_\_\_ T-shirts @ \$20..... \_\_\_\_\_  
 Total enclosed..... \_\_\_\_\_ [Prices include applicable taxes]  M  L  XL



**Saltspring Island Sailing Club**  
 152 Douglas Road  
 Saltspring Island  
 British Columbia  
 V8K 2J2

Round Saltspring  
 Contact  
 Wendy Vine  
 250.537.9265  
 wvine@telus.net

# An invitation

## Join the race!

Round Saltspring is a challenging and exciting sailing event for anyone who enjoys sailing a boat. It is an event for both the keen club racers and the infrequent 'casual' cruisers. It is an opportunity for power boaters to motor around Saltspring, or to be part of the race committee on the starting line, or finish line. It is an excuse to get out in your boat!

Sailing your boat all the way around Saltspring Island is an accomplishment, whether done in record time or on Saltspring time. The important thing is to have an enjoyable time.



**Friday–Sunday, May 16–18th**

## Join the festivities!

All SISC members are invited and encouraged to join in the fun of the Round Saltspring Race. Friday's chili dinner and music by Swing Shift is a great kick-off. Saturday, come down and see the start of around 100 boats. If you are lucky we'll have a NW wind so the spinnakers are out. Sunday's famous lamb barbecue is delicious, and the award ceremonies are always exciting. And don't forget that all kinds of boaters need food and drink. We invite all club members to join!



The Marshall Sharp Trophy is awarded to the first boat to finish Round Saltspring on corrected time. Last year's winner was Chris Thody in *EVOLUTION*

## Support the event!

### Race sponsorship

The local business community has come forward in a big way to ensure our success with their financial support of Round Saltspring. Special thanks to our sponsors, so please support them all throughout the year.

### Prizes

Each year club members and the community donate prizes and the race committee purchases locally made items. In past years, we have had everything from original paintings, smoked salmon, gift certificates, vouchers, T-shirts, jackets, duffle bags, books, boating equipment and paraphernalia, and more.

If you'd like to make a donation, call Bill Bull (538-0095 or billbull@saltspring.com).

### Our supporters

The success of Round Saltspring is a direct result of the participation and active support of SISC members. If you have more time than money, then call to volunteer and, again, your man is Bill Bull. We need people for everything! Selling T-shirts and tickets, food preparation, finish line, photography, wharfingering, you name it!

(It's a great way to top up your 30 hours!)



The Round Saltspring Trophy, donated by Steve and Pam Thomas, is awarded to the first SISC boat to finish on corrected time. Last year's winner was George Wachmann in *VALHALLA II*

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## Round Saltspring 2003

### LAMB BBQ TICKET ORDER FORM

NAME

TICKETS @ \$10 EACH

CHEQUE ENCLOSED, TOTAL \$



Please order your tickets as soon as possible, preferably by 2nd May.

Make cheque payable to: Saltspring Island Sailing Club and leave in the Round Saltspring Race box in the clubhouse.