



SALTSPRING ISLAND SAILING CLUB

TellTales

VOLUME 22 • NUMBER 10 • DECEMBER 2003



Lights of Christmas shining in the dark December night from SHAUNSEA, keeping company with FYLGIA's traditional masthead tree



FANDANGO leads the way out of Ganges Harbour during Winter Race #2 on 30th November



Traditional New Year's Day social and Hot Rum race!
Thursday, 1st January, 2004
in the clubhouse
Race starts at 1030 hours
Hot rum & lunch at 1230 hours
Be sure not to miss this first-of-the-new-year event!

Racing schedule
Sunday, 14 December
WINTER RACE #4
Coffee and Danish in the clubhouse for all sailors at about 0900 h then skippers meeting at 0915 h. Race starts at 1000 hours
Thursday, 1 January, 2004
HOT RUM RACE
Starts at 1030 hours

Be sure to visit the Sailing Club website at www.saltspingsailing.ca for the latest club announcements and racing results

Deadline for the next TellTales is 9th January

Year end cruising report

2003 Numbers

Seventeen boats, both sail and power, took part in club cruises this year. Usually there was a flotilla of three or four, with sometimes up to eleven, vessels taking part. Sometimes we dwindled, sometimes we increased during the trips.

The season started in April with short trips in local waters and were lengthened as weather improved. Two longer trips were taken, one to Princess Louisa Inlet and one to Vancouver and Indian Arm.

The trip into foreign waters and the San Juan Islands was scrapped due to lack of interest.

Thanks

Being new to cruising I thank all those who willingly planned and worked to take us on cruises which were enjoyable, safe, interesting, visually stunning and challenging. The trips were all of these things. Wine and dinghys, anchor rodes, stories, peaceful evenings, food and marshmallow-laughter were shared.

It was the best of times... entering Princess Louisa at twilight... strobly twinkles of Science World... missing millions at Montague... tranquillity at Princess Margaret... sizzling steaks at Maple Bay... the rescue of Wallace.... Yes, the best of times.

This year confirmed our suspicion that in our club membership there lurks a wealth of knowledge of our beautiful coast, a huge pool of seagoing expertise and an open-hearted generosity of spirit. You are what makes our club so much more than a mere money-grubbing-boat-parking city-style marina 'club'....

2004 - Season of opportunity

I particularly invite new members and novice cruisers to join us and take advantage of the friendly guidance of our locals who know their way around.

So, you didn't like our destinations in 2003? There is still time to request your favourites for 2004!

You are invited to suggest places of special interest or whatever floats your boat. Your desires for gunkhole overnights, longer more adventuresome trips, attendance at shows, boat-candy-stores and anything boaty/throaty that grabs your fancy. Anything from a day to weeks.

Thank you for requests already made. Please pass requests, suggestions or plans to me as soon as possible.

As you know, I'm pretty deaf so written or emailed communication is best for clarity: meadow@saltspring.com or fax 653-9253.

—Neil Buchan, FCC, aka the Cabin Boy

On the docks: the breakwater is underway

For those of you who were unable to attend the Annual General Meeting last month, the latest news is the approval by the members to go ahead with the installation of the new breakwater at the southeast end of our waterlease and to replace B-dock with a new concrete float. This is going to cause a bit of an upheaval on or about the last week of January, 2004, for all the boats tied up on B-dock. A temporary repositioning of these boats will be required to clear the area for the pile driving barge and equipment to operate unhindered.

The necessary permits have been secured from those government agencies involved, with a time limit for completion of the work by February 10, 2004. Many hands will be needed as there will be lots of work for members to do. Please keep the end of January/beginning of February in mind as it will be a busy time around the docks.

Clarification

The temporary displacement of the boats using B-dock during the breakwater and new dock installation has its problems. During the Round Saltspring Race our Wharfinger and team have successfully accommodated over ninety visiting boats for a couple of days, so it would appear two dozen boats could be tucked away safely for about one week without too much disruption. However, it could inconvenience some members whose boats would be 'trapped' behind or in between other boats during this period. Moby's Marina will gladly take your boat for a short stay or on a daily basis at a prorated cost to you of \$4.50/ft./month.

—Derek Barrio
Rear Commodore

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If you'd like to be on the
electronic mailing list,
send an email to
webmaster@saltspingsailing.ca

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Martin Hoogerdyk is presented with the Past Commodores' Award by Les Price at the AGM in November. He receives this award for his tireless efforts as Fleet Captain, Dinghy, in the development and expansion of our Junior sailing Program.

Wharfinger's report for December

Farewell to CHEEKY BUOY and to her skillful skipper Tony Brogan. This duo will be much missed by the racers and onlookers alike. Farewell to KITTIWAKE and her captain Bob Gilchrist. May the winds blow fair for both of these former members.

Greetings to Stephen Carter and AURA, to April and Gary's new WIND WENCH, and to the Myers' PAWATA. Watch for Alex Houston's ALICE, and the Price's new sailboat!

Electricity - The time is nigh when your electrical hookup will be inspected for compliance with regulations, and the electrical draw checked. Be warned: your new wharfinger will not be merciful.

Check your lines, fenders, and covers for adequacy. Ensure a safe and peaceful winter season for your boat, unattacked by weather or wharfinger.

A *big and hearty welcome* to Jon Healey, our new wharfinger!

*Jon and his Wharfing
Committee wish all
of you a WONDERFUL
CHRISTMASTIDE!*

—Jon Healey & Tony Booker,
Present and Ex-Wharfinger

House and grounds

Welcome to the Holiday season! This is quite a busy time around the clubhouse, with all the social activities going on. We have several club functions, as well as a number of private gatherings, in the clubhouse this month. It is good to see the facilities being used to advantage.

One significant task was accomplished recently. Unfortunately most of you may never see it, but it is a new woodstove, which Derek Barrio and I installed in the A-frame. According to Vera, it is a pure delight. The old stove is going to anyone who wants it. Although it is UL approved, it does need some repairs before it can be used. Please contact me if you are interested.

Other than the above, there is very little I can report on. Therefore, I will close by wishing all of our members a happy and healthy Holiday season!

—Rob Denny, *Vice Commodore*



Fleet Captain, Racing, David Wood, presents Heather Meek with the Most Enthusiastic Racer Award at the November Annual General Meeting. At this meeting, club members also voted to allocate up to \$4000 for the purchase of a Europe dinghy so Heather can continue with her training toward the 2008 Olympics.*

***The EUROPE DINGHY...**

is a single-handed centreboard dinghy class, often called 'the small Finn', which is the smallest Olympic-class boat and is used for women-only competition.



Welcome new Executive!

<i>Commodore</i>	Russ Crouse	537-5203
<i>Vice Commodore</i>	Rob Denny	653-9374
<i>Rear Commodore</i>	Derek Barrio	653-2325
<i>Fleet Captain, Racing</i>	David Wood	653-2304
<i>Fleet Captain, Cruising</i>	Neil Buchan	653-9253
<i>Fleet Captain, Dinghy</i>	Martin Hoogerdyk	537-2199
<i>Staff Captain</i>	Rick MacKinnon	537-1352
<i>Wharfinger</i>	Jon Healey	537-1222
<i>Secretary</i>	Jim Ballantyne	537-4283
<i>Treasurer</i>	JP Krauss	537-2240
<i>Past Commodore</i>	Jim Ganderton	537-1345



The Enterprise dinghy building project...

I have going is progressing extremely well. As you can see in Per's accompanying photos, the hull is virtually complete. All six plywood panels have been epoxied in place. No screws or nails were used in the planking except a few temporary fasteners while the glue set. The result is a light weight, but strong, tight hull of large volume for a 13 footer.

Now, I can see what an ideal small sailboat this would be for a family, or anyone who wants the feeling of space and elbow room in a high performance sailing dinghy. Some of that space will disappear with the building of the interior. As I go along, I am thinking of ways to incorporate extra buoyancy, so that in the event of a capsize, the boat could be easily bailed out and got under way again. Most modern dinghies have this feature, and there is no reason why the Enterprise couldn't also.

At the same time as thinking up improvements, one has to keep in mind that the overall weight must not be increased, or the performance will suffer. There are a few areas where I hope to save a little weight, and a few where I might add a

little, so over all, the weight should end up where it is supposed to be, which is about 200 pounds, complete. Of course, light weight also makes for easy handling, into and out of the water.

It is too soon to predict a launching date, but we will keep you posted. Stay in touch for further progress reports, or come down to my shop and have a look. Call Rob 653-9374.

Letter of thanks

For some time I have had to rely on the kindness of others to help me maintain my boat.

To the wonderful gentlemen (and you know who you are) with such kind hearts—and who are so very generous with their time and their energy—I want to thank you so very, very much, for caring.

I am very grateful for everything you have done for me—and for *STEALTH*.

Sincerely,
Heather Bingham

RACING NEWS

Racing Awards

First things first. The big award of the racing year is the Total Points Trophy, which brings together points earned in each of the Spring, Summer and Fall Series. This is not an award that can be won by those who demonstrate an occasional flash of brilliance, amid a general trend of poorly judged races and no-shows on the start line. This is a trophy which rewards consistency and persistence. It is the trophy which gives the lie to the expression 'always a bridesmaid, never a bride', and never was this truer than in this year's results. The Total Points Trophy winner for 2003 is Bob Jones and his crew on *ALACRITY*. In the course of the year, they took part in more races than any other boat. Of the twenty four races which count toward the trophy, *ALACRITY* won just one, the Round Prevost Race, and in a peculiarly ironic turn of fate, no points were awarded for the race this year because it had been rescheduled from the originally appointed date. (Note: this rule, that rescheduled races do not earn points, will be changed for the 2004 season. Both points and trophy will be awarded for rescheduled races if sailed on the rescheduled day. If it is not possible to complete the race on that day, neither points nor trophy will be awarded for that race in the current year.)

So *ALACRITY* earned no first place points this year. However she made up for it in spades by her second place finishes; she finished second no fewer than eight times, and was third in another seven races. All in all, a remarkably consistent set of results from a very enthusiastic and hard-working skipper and crew. Congratulations to all of you, from all of us whom you beat so convincingly—so soundly in fact that the result was already in the bag for *ALACRITY* even before the last race of the season started. They could all have stayed in bed and still won. (See related story on the Jack Langdon race.) Second in the Total Points was *FINAL DASH* (Josh, Dan and David Wood), and third place went to *CHEEKY BUOY* (Tony Brogan) who, sadly, has moved off the island and will not be competing for club trophies, for the time being at least.

The next big trophy is that for the first Salt Spring boat in the Round Salt Spring Race, which was won this year by Kevin Vine and his daughter Korena in *DERYN MOR*. As Kevin said when the award was presented after the race, "I couldn't have done it without her." Seldom was a truer word spoken! Great work by both of you, Korena and Kevin.

While these are the major victories of the year, everybody who won a trophy in 2003 deserves to be congratulated. Our fleet may sometimes be small, but every boat which comes out is keen to win, and with handicapping has a fair chance of doing so. Often it is not so much boatspeed as good tactical decisions which make the difference, particularly in relation to wind and current. There is no doubt that experience counts in these waters around Salt Spring, which may account for why we see so many grey beards in the winners circle. A full list of the trophy winners, as well as second and third places for each race, will be found on the website.

It is a very pleasant change to see the other major award for the racing year go to someone who is at the other end of the maturity spectrum—by which I do not mean to imply any lack of decorum, simply a youthfulness which it would be nice to see more frequently around the club. Heather Meek is the young lady in question, and the award she has won is the Peter Drage Award for Most Enthusiastic Racer. She has many notable achievements to her credit this year, in particular a third place finish in the Canadian Nationals for the Laser Radial in Vancouver in the summer, and subsequently being invited to join the Canadian National Sailing Team. However, it was not for these achievements in particular that she was cited. The Peter Drage award is for the racer who brings to the club those qualities of friendliness, willingness to help, encouragement of everybody else, and of course, enthusiasm for all things connected to sailing, which Peter had in abundance and which we all miss so keenly. It was for these qualities, which Heather brings to the club in her own very cheerful way, that she was nominated, and I need hardly say that the Race Committee's decision was unanimous. Congratulations, Heather. We wish you every success in your sailing career; but hope that your travels on the world circuit will allow you the time to let us hear your laughter around the club, at least once in a while. It is good news that you will be coaching the Junior Program again in 2004.

The other nominated award is that for the Most Improved Sailor. When the votes were counted, it was discovered that we had a dead heat on our hands, and that two sailors, Bob Jones and Ole Andersen, had split the votes. Rather than go to a second ballot, Bob Jones, in an act of grace



KEVIN VINE PHOTO

Bob Jones wins the overall Points Trophy—true testament to the fact that you can consistently come second in virtually every race you sail in and still pick this cherry! Congratulations and well done, Bob!

and gentlemanliness—which is entirely in character—withdrew his name, allowing Ole Andersen to win the trophy by a wide margin. It is a very well deserved, and very popular, win. Ole brings a wealth of sailing experience from his native Denmark, but is just getting the feel of his new boat *WEST WIND*, and for our local waters. He is clearly a quick study, and has worked his way steadily up the fleet over the past year. Congratulations to Ole and his crew.

No account of awards and trophies would be close to complete without mentioning the contributions made by Ping Drage and Laurie Neish who, respectively, make the awards plaques and engrave the trophies, on time and with great generosity. Thank you to Ping and Laurie for all your work.

On a final note, the Race Committee has decided, as a way of encouraging new or out of practice sailors onto the race course, to introduce a very simple club handicap system. It works like this: in your first full year of racing, you get 30 seconds/mile added to your handicap. For example, if you have a C&C 35, normally rated around 137, you would, for the first year, be rated at 167. This will apply to all club races, except the Round Salt Spring (where there are off-island boats who may, reasonably, object to us giving our members a 30 second bonus), and it may well mean that trophies get awarded to relative new comers to racing. Let us hope so; it will keep us old guys on our toes. In the second year, your bonus is reduced to 15 seconds. After that the gloves are off, and you are on your own.

—David Wood, *Fleet Captain, Racing*