



SALTSPRING ISLAND SAILING CLUB

# TellTales

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## Planning for Round Salt Spring 2003...

has already commenced. The event will take place on the long weekend in May, 16th to 18th, and I will again chair the Committee which will plan and organise the race. The Committee is made up of Kevin and Wendy Vine who look after the registration; John Cameron who is presently designing the poster for this year's race, and Phyllis Waltho who is organising the catering for the weekend. Also involved are members of the club Executive: the Vice Commodore (grounds and buildings), Wharfinger (docking of boats), Fleet Captain Racing (racing) and, of course, all club members.

I would like all club members to note the dates of the race and to be prepared to help when asked. Thanks.

—Bill Bull, Race Organiser

## Skipper's Valentine's Day Pot Luck Dinner

Friday, 14th February  
1800 hours at the clubhouse

Mates... enjoy the dinner your Skipper made... while listening to music by the MOJO TRIO with Larry Shetzer and his band



## What is it?

We've all heard of beached whales but what is this? It looks like a nuclear sub which has lost its way. No! It's another non-resident trying to get cheap moorage on Salt Spring? Seriously though, it's a 40' creosoted piling in excellent condition which Dick Pattinson found washed up on his beach-front. A phone call to Rob Denny got things going. Your V.C. and R.C. were soon speeding away in the SISC rescue boat, complete with a long rope, a boomdog and hammer to acquire this treasure. After shifting

two very large chunks of driftwood which were in the way, we performed a standard beachcombers' winch wrap (Bruno and Relic, where are you now?) around the piling; jumped back aboard the rescue boat and, with a good blast of the throttle, that piling was rolling down the beach and into the water. Anybody need a good piling... cheap?

—Derek Barrio, Rear Commodore

PS. The flowerpot, periscope and bicycle flag are not included.

## AGENDA

SISC  
GENERAL MEETING  
February 25, 2003  
1930 hrs

1. Call to Order
  2. Minutes of AGM, November 26, 2002
  3. Commodore's Remarks
  4. Financial Results 2002 & Accountant's Report
  5. Reports:
    - 5.1. Clubhouse and Grounds
    - 5.2. Docks & Breakwater Project
    - 5.3. Moorage
    - 5.4. Programs
      - 5.4.1. Racing
      - 5.4.2. Junior Sailing
  6. Other Business
  7. Adjournment
- April Steel, Secretary

## The recreational, fun and racing group of sailors

invites all club members and interested crew members to talks by well-known sail experts

### Dave Miller of North Sails

Wednesday, 12th February  
at 1930 hours in the clubhouse

Dave will talk for about 45 minutes about sail trim, rigging and tricks of the trade he has learned over the years. There'll be a question and answer session after.

### Alex Fox of UK Sails

Wednesday, 5th March  
at 1930 hours in the clubhouse

Alex will talk about sail trim, starting tactics and racing rules. He'll also answer questions on all aspects of sailing and sail trim, whether racing or cruising.

## Coming up:

Rob Denny shows us the right way to varnish... on 18th March.

Look for more information in next month's TellTales.

**Deadline for the next TellTales is 7th March**

## Junior Sailing School expansion plan

The Sailing School has slowly been expanding over the last four years. We have gone from an enrolment of 40 students, limited to the White Sail 1, 2 & 3 courses to, as of last year, 63 students, ages 11–18, taking the courses up to Bronze level 5. To run the Bronze level 5 course we have had to hire one instructor with at least a CYA Blue level instructor's certificate. So now we have two instructors and an assistant, all from Saltspring Island. Last year we added another safety boat. There are now 10 Lasers and 4 Laser 2s.

We have also reinstated the Junior Program for the graduates of at least a White Sail 3 level. This gives the kids whose parents are not SISC members an opportunity to use their newly acquired skills.

We have learned a lot through this expansion period and continue to learn as we go. One of the lessons we have learned is that the kids who become Junior members reach the age when they are starting to get full time jobs in the summer. This restricts their ability to continue increasing their skills. It was suggested that if we started the kids at an earlier age, they would become so enthusiastic that they naturally would continue on with the sport of sailing. To do this, however, we need to have boats which younger kids can handle. The Optimists, or Optis as they are called, are ideal for this, as they have much greater stability. They can take 2 students at a time. We are looking at either buying six used Optis or building six of them.

The benefits of expanding the program are obvious. It would give more children from Saltspring Island the opportunity to learn and become enthusiastic about Sailing. It teaches them all kinds of skills such as water safety, navigation rules, marine etiquette, knots, weather patterns. It also provides a healthy sport on an island which is limited by its recreational facilities. It provides summer employment for three Saltspring Island students. With this expansion, it will expand to four. The additional Optis will provide up to 48 more spaces during the summer. This could expand the program to have as many as 110 students each year, all at no cost to the club, as these programs pay for themselves.

There are however some logistical problems to overcome. We are looking at building one additional float to accom-

## Invitation to join the races

The fun, relaxation, and racing group of sailboaters welcomes new participants. If you are at all interested and are not currently being advised of up coming races or results by email, please send your email address to me at 270ltd@saltspring.com so I can add you to the list. We assure you of a real welcome!

—Bob Jones, *ALACRITY*

modate the additional 6 boats. We are looking at where to put the floats. There are also plans underway to put storage lockers and have a fridge for the students in the basement. This would alleviate the problem with untidiness upstairs in the clubhouse. We are looking at a checklist for the instructors so that the clubhouse remains as clean and tidy as is possible with up to 110 students coming through each year.

From this, the Junior Program will also expand. The kids will learn racing skills and sailing as a sport, and their appreciation of the sport will be greatly enhanced. We could develop a racing program which includes the Regular adult members as well as the Juniors. There are plans to provide training for Regular members on how to rig and use the Lasers. The opportunities are limitless.

The support from the club's members has been overwhelming up to this point. I did however, with a recommendation from the Board, want to stress that this expansion has to be endorsed by the club members. Even though there will be no monetary costs to the club, there is the fact the facilities will be used by more people.

At the last General Meeting, \$20,000 was approved to start this expansion. This program will pay all of this back to the club over the next several years. For that I am grateful!

If there are any concerns over this expansion, I would appreciate it, if you would write down your concerns and leave them in my slot at the clubhouse.

—Martin Hoogerdyk  
*Fleet Captain Dinghy*

## On the waterfront

We have had more wind storms to contend with this month but the docks are standing up well to nature's abusive ways.

Repairs to the hinge links on C dock have been completed thanks to Bob Shaak (welder), John Parker (grinder) and your RC (general factotum). Once a procedure was established, the work went smoothly until the rain started... you can't weld safely in rain.

Al Kirk has stripped the old visitors dock of its electrical supply and is now wanting to attack the BCFC dock with the same enthusiasm. Our plan is to move the electrical service box now on the end of the BCFC dock across the gap to the end of the breakwater dock and supply the new breaker from that location.

Hugh Greenwood has been over to look at our new breakwater and reports that it is just about finished with delivery expected by February 5th. So it won't be long before we all get to see it.

—Derek Barrio, *Rear Commodore*

## House and grounds

Behind the scenes, there has actually been a fair amount going on around the clubhouse. To begin with, the contract has been awarded for a new metal roof on the shed. Along with that, I have spent some time tidying up, clearing out, and making room for all our paint. Very shortly all the old bottles and cans are due to be taken off to recycling, which will free up a little more space. Oh yes, I even went after some of the cobwebs.

Moving the paint to the shed enabled me to clean out the clubhouse basement, to prepare it for built-in benches and storage cupboards. With a couple of generous volunteers we hope to start work on the improvements soon.

That brings me to the clubhouse itself. As you know, we have talked about some fairly major alterations. Thanks to considerable effort on the part of David Peter and others we are about to study some

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Suzanne Ambers and crew in *LONE RANGER* heading downwind during the recent Ground Hog Race



BOB JONES PHOTO

## Ground Hog Race

Sunday 26th January: A fun day on the water was enjoyed by the nine boats which turned out for the Ground Hog Race. The weather was warm and sunny and the wind was fickle and frustrating. This was a reverse handicap race with each boat starting at an allotted time according to rating, slower boats first, faster boats last. *MINKE* led the parade over the line at 10:02:33 with *FINAL DASH* last to start at 10:19:21. By the time Batt Rock was reached the fleet was bunching up but the erratic wind meant more than the usual amount of luck was needed to stay in the pack. The dynamic duo of Vine and Cameron kept *DERYN MOR* in the lead. Half a mile from the finish it could have been any one of six boats for second place. In the end Tony Meek, sailing single-handed, took *MINKE* over the line for second. Finish times were not recorded as points are awarded on the order of crossing the finish line. However we should record that all boats finished, with the last boat completing the course before 1300 hours.

## Ground Hog Race results

PLACE	BOAT	SKIPPER
1	<i>DERYN MOR</i>	Vine
2	<i>MINKE</i>	Meek
3	<i>ALACRITY</i>	Jones
4	<i>ALMUCANTAR</i>	Greenwood
5	<i>FANDANGO</i>	Grange
6	<i>ELECTRA</i>	Kibble
7	<i>CHEEKY BUOY</i>	Brogan
8	<i>LONE RANGER</i>	Ambers
9	<i>FINAL DASH</i>	Wood

## Round Saltspring 2003 Seminar Series

Our series of seminars leading up the Round Saltspring race on the May long weekend gets underway this month. Although planned around the club's big race of the year, these seminars will have much to offer cruising sailors as well as racers. The series kicks off with Dave Miller from North Sails in Vancouver. It'll be in the clubhouse at 1930 hours, Wednesday, 12th February. Dave will talk for about 45 minutes on sail trim, rigging and useful tricks he has learned over the years. Thereafter a question and answer session.

## Racing schedule

Sunday, 9 February  
**BEN MOHR ROCK RACE**  
 1000 h start, TL 1430 h,  
 distance 9.0 NM  
 Start - Ben Mohr Rock (P)  
 - Finish

Sunday, 23 February  
**McMILLAN TROPHY RACE**  
 1000 h start, TL 1530 h,  
 distance 10.6 NM  
 Start - Batt Rock (P)  
 - Ben Mohr Rock (P) - Finish

Sunday, 9 March  
**PREVOST ISLAND RACE**  
 1000 h start, TL 1630 h,  
 distance 13.1 NM  
 Start - Prevost Island (P or S)  
 - Finish

Next, on Wednesday, 5th March at 1930 hours, Alex Fox from the UK Sails loft in Sidney will talk about sail trim, starting tactics and the (few) racing rules of sailing that you really need to know (as opposed to the ones that Russell Coutts and Dean Barker need to know). Alex is a very experienced sailor and has written articles on sail trim for *SAIL* magazine. He is also skippering the new Farr 36,7 *EVOLUTION* in the Van Isle 360 in June, and will be happy to answer questions on all aspects of sailing and sail trim, whether racing or cruising.

## New starter and starting sequence

It seems that people not only read Telltales but act on what they read. Our call in the last issue for a Club starter has prompted Past-Commodore and recently rejoined member Jim Ballantyne to volunteer for the position. After extensive checking of references, his generous offer has been accepted, and Jim will be starting our races whenever he is available. A heartfelt thank you to you, Jim.

(Almost) coincident with our new starter will be our new starting sequence. It should be pointed out that it is only new to our club; everybody else has been using it for several years. The differences are: signals will be flags accompanied by sounds, rather than sounds only; it is a 5 minute sequence rather than the old 10 minutes; and there are signals at 5 minutes, 4 minutes, 1 minute and Start; rather than the old 10 minute, 5 minute, Start. A full discussion of the sequence will be held at all pre-race skippers' meetings until everyone is completely familiar with

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## Sailors founded our club...

and our name is 'Sailing' Club. So how can we encourage and help you to participate in sailing Events?

Should you wish to advance your understanding through participation in our Sailing School, would like to have a refresher sailing program or feel that our future is dependent on an inflow of young future members and wish to assist the school, please contact Martin Hoogerdyk at 537-2199 or hoogerdyk@saltspring.com

Should you wish to have a program on racing-related topics or participation in the current series, please contact David Wood at 653-2304 or wood@saltspring.com

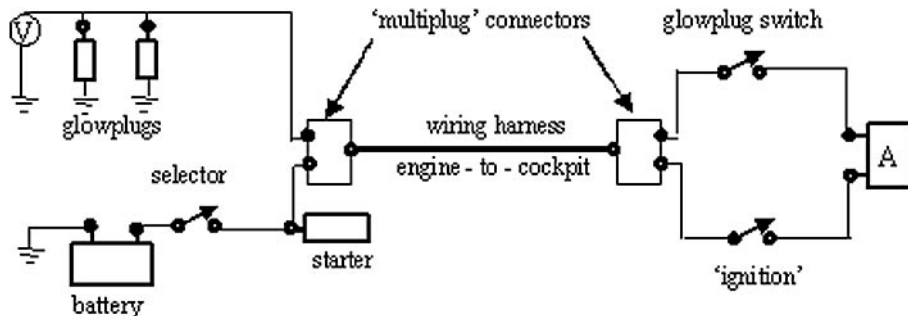
Should you wish to have a program on cruising-related topics or participation in the current series, please contact Neil Buchan at 653-9253 or meadow@saltspring.com

Should you wish to have communication facilitated please contact George Wachmann at 537-5276 or wachmann@saltspring.com and let me know if you wish to occasionally participate hands-on in a sailing event but do not have a boat or usually don't participate in events. My concern is that there may be some members who have a boat but do not wish to use it, have no boat or a motor boat, and may wish to try participation by being part of a crew.

My suggestion is that you contact me and indicate if you wish to join a sailing event. I would also appreciate being contacted by those who are willing to have a person on board their boat for an event.

I will keep an up-to-date list on the club notice board—on your right as you enter the club—which will contain a list of those who wish to have a sail and those who are willing to provide one. It will be up to individuals to make arrangements between themselves and I would ask you to keep me informed if you no longer wish to have your name on that list.

—George Wachmann



... Racing, from page 3

it. Also, a handout will be available in the club house describing the sequence. For those who want a sneak preview, the sequence is Rule 26 of the Racing Rules of Sailing, 2001–2004.

Because flags are an essential component of the new sequence we will have to acquire the necessary flags, unless someone can point me in the direction of flags already owned by the Club. All I have found so far are half a dozen pieces of vintage cloth coloured in such a way as to suggest real race signal flags without actually being race signal flags.

We also need to refurbish the flag staff on the outer dock. Again, any help in locating the old flag-supporting system (I know there is a real word for this, but it escapes me—if I ever knew it) would be much appreciated. These minor technical difficulties may delay adoption of the new system briefly; but we certainly hope to have it in place by February 23 (McMillan Trophy), if not before.

—David Wood, Fleet Captain Racing

—Bob Jones, Statistician

... House and grounds, from page 2

drawings for proposed changes. I can't fill you in on any details yet but we will keep you informed as time goes on.

One special note, not directly related to the club, is about a great volunteer service which certain of our Members are responsible for. These people have undertaken to finish building Ping Drage's house for her. We all know the situation Ping is in, and I want to make a point of recognising the tremendously generous service of these members!

Let's all clear the winter cobwebs away and make way for February, with more activity happening around the club.

—Rob Denny, Vice Commodore

## Tools for building your Enterprise

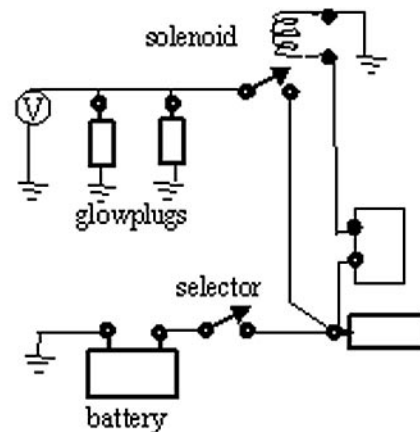
Craftsman 14" band saw with riser block. Little used. Cost \$900 in 1996. Offers. Craftsman 4" dustless belt sander \$50 or offers. Please phone Connie Holmes at 653-9317.

## Glowplugs

Cleaning all the electrical contacts in GYPSY's engine compartment certainly made a difference to starting, but I still felt she could be more enthusiastic about it. Again Alan Kirk was consulted. "Let's check the voltage on your glowplugs," he suggested.

Sure enough, the readings were a hair less than 9 volts. Presumably they ought to read close to 12. Voltage drops in any electrical circuit means lost power. In this case less heat in the glow plugs and hence more sluggish starts.

The large diagram shows the circuit which supplied the glow plugs. There is around 35 feet of wire here, most of it in a wiring harness that has multiple-plug connectors at either end similar to what you see in trailer hitches. These are notorious for corrosion and impossible to clean. Also most impractical to replace.



There were about 40 unsoldered metal-to-metal contacts altogether; every one of which likely added some fraction of a volt drop under the approximately 15 ampere load.

Solution: install a solenoid. Such a thing is readily available from any auto-supply store. The least expensive one available will do fine. I bolted it to the engine block and did some re-wiring as shown in the smaller illustration. I soldered all connections and used size 10 wire.

Result: 11.3 volts on the glowplugs. Approximately 25% increase in voltage results in 25% increase in current, which means around 60% increase in heat in the glowplugs.

Did it work as anticipated? You bet!

—Harold Brochmann, GYPSY