



SALTSRING ISLAND SAILING CLUB

# TellTales

VOLUME 22 • NUMBER 1 • JANUARY 2003



BOB JONES PHOTO

The Wood family, Racing Fleet Captain David with Joshua and Daniel, demonstrating just how much fun racing can be

## The new breakwater

You are probably wondering what you are looking at in the two photographs. They show our new breakwater under construction at the IMFS plant on River Road, Delta. One photo shows the forms



IMFS PHOTO



enclosing the underwater portion with the floatation on top and the other is a view of the wave attenuator 'keel' on one side as the forms are being removed. Work is progressing nicely with an expected completion by the end of this month.

## Slide Show and Meet-and-Greet!

Come on Tuesday, 28 January to meet the new members of our club, pass on best wishes and connect faces to names.

Also, meet some long time members who have sailed around Vancouver Island and want to show us the highlights. Come and see slides which Dick, Mike and Harold took, listen to their stories, have a drink or two, and some light refreshments. Time: 1900 hrs.

## Racing schedule

Sunday, 26 January  
**GROUND HOG DAY RACE**  
*Reverse handicap - no starting line*  
 0900 h skippers meeting,  
 1000 h start, TL 1330 h,  
 distance 6.6 NM  
 Start - Batt Rock (P) - Welbury Spar (P) - Finish

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

## The Winter Snow, Rain, Ice, and Fun Race Series

This year's series was notable for two things. Firstly, the consistency of the participants: only six boats came out but four of them were in all five races, one was in four races and one in three races. Secondly, the inability of the weather to live up to the expectations in the headline title; only the fun part came true.

We had a great variety in wind which caused a few DNFs through lack of it and a few DNFs though too much of it. We even cancelled one race for no wind. We enjoyed some really fine autumnal sailing with glorious colours on the hill sides and a few character forming moments with some really dark colours in the south-eastern sky. We enjoyed some

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

## On the Docks

Despite all the efforts of the recent wind-storms, the club's docks are holding together well. The only damage has been to a mooring rail caused by the vessel having been tied-up using a very short mooring line. Something had to give; the rail, the line or the boat's cleat.... If a short line is inevitable at your berth, please use a resilient shock absorber to save wear and tear to the docks (and your boat!).

By the time you read this month's TellTales, your Rear Commodore and trusty team of 'dock rats' will be busy carrying out repairs to the link fittings along C dock which are in need of attention. Access to C dock will be limited for short periods while metal cutting and welding is in progress.

—Derek Barrio  
Rear Commodore

## From the Minutes

Farewell to Patricia Morgan, and Heather and Paul Kusch, who have resigned their memberships.

Rick Gilleland has assumed the new position of Bar Captain. Rick will host the bar at club socials. Thanks to Rick for taking on this task!

Welcome to new members, Ole and Nancy Andersen, Jim and Sandi Ballantyne (returning), Bryn King and Carol Evans, and Jamie Squier.

—April Steel, *Secretary*

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*Winter Snow, Rain... from page 1*

new courses and re-visited some of the standard ones. We scored some races Time on Time and some races Time on Distance. At the end of a series of widely differing experiences the only conclusion that had any consensus was that any way you cut it, it was lots of fun.

The stronger winds did give us a chance to put in the second reef while under way and to try out the smaller headsails. Those of us without smaller headsails realised that they are an important part of the inventory. These winds also reminded us that many items on the boat which have always been secure in the past were not really secure at all. Many valuable lessons were learnt which is just one of the many benefits of having fun on the water in the winter. The results are almost an afterthought in this series but they are included so you can see who was out there. The 8th December race was cancelled because of fog and no wind but 30 points were awarded to those who showed up.

—Bob Jones, *ALACRITY*

## Wharfingering

### **Downsizing?**

If you are downsizing, we may have a slip for you, but if you are not you will be out of luck since we have but one 18 ft. and one 20 ft. slip available, or a choice of two small slips for short term subleasing. Four club members are still waiting for slips, and nine of you lucky enough to have a slip wish to re-locate. Why not 'go with Rob' and build one of those Enterprise dinghies. That would solve a whole lot of problems!

### **Hello/Goodbye**

Goodbye to *MEW GULL* but not to John and Heather Neville who have sold her and are now pleased to own a larger cruising vessel, *HOLD FAST*. They purchased her from Richard and Nohemi Mills after those intrepid boaters fell in love with *DANA ERIN*, a beautiful Kingston Lobster Schooner. She is in slip A8 and enjoys being admired. Yes, it has been a sort of 'musical slips'!

### **Welcome...**

to *KHADINE*, Jon and Jennifer Healey's Rawson (slip E 21). Jon joins John Myers on the Wharfinger Committee, so your Wharfinger has help from some old blood (John) and some new blood (Jon).

### **In your dock**

If you are using electricity, your hook-up and current draw will be checked. If you are using more power than you have paid for, you will be billed. If your lines and terminal fittings do not conform with CSA standards, if you are in violation of any conditions set forth in the Moorage Regulations 6.10 your vessel's service may be severed (see Regulation 6.10.1).

The dinghy storage situation is being reviewed, so you are reminded that your dinghy must be readily identifiable, and must be secured in the allocated areas, otherwise it may be subject to removal.

Luckily the recent storms have not had a big impact on our moorage, but this is a good time to check that your vessel is securely tied, with snubbers if possible, and *not* tight against the fingers.

—Tony Booker, *Wharfinger*



## House 'n' Grounds

The New Year began with a raging south-easter, which some of our more hardy sailors battled against, all for the sake of a bottle of rum! Well, the lunch party in the clubhouse, after the race, went off extremely well. It was good to be able to greet so many of you, and share in such a delicious meal. Thank you to everybody who contributed to a most enjoyable event.

Our little old, leaning clubhouse serves us well for functions such as we had on New Year's Day. Although it serves our purpose, we are constantly trying to think of ways to improve it. At the present time, we have a qualified person working on plans for long term development. As progress is made on these proposals, I will keep you posted. Meanwhile, if any of you have ideas, I am certainly open to hearing them.

In the immediate future, we are planning to re-roof the shed/workshop, up top. The existing roof is long past its expected life. Another project about to happen, is some improvements in the lower floor of the clubhouse, with a view to creating a lunch room area for the Juniors, and some more storage space.

Outside, all the leaves are down. The Fall Work Party put everything in pretty good shape. However, when spring comes along, we will be calling on all of you again, to come out and help spruce up our grounds. That date is Saturday, April 12th.

Until next month, stay close to your wood fires or boat heaters, and let's hope the weather stays mild, while the days gradually lengthen. See you at the club.

—Rob Denny, *Vice Commodore*

## Coffee is served!

The staff captain would like to inform the members that this year the club will help the farmers of Ometepe in Nicaragua by drinking fair trade coffee at all our socials. For more information see the pamphlet and article from the *Driftwood* on the bulletin board. Notice where it is possible to buy this coffee on Salt Spring. See if you can taste the difference as well as helping 'make' a difference. For more information see Susan Paynter.

TellTales is published ten times a year by the Salt Spring Island Sailing Club  
152 Douglas Road, Salt Spring Island, B.C. V8K 2J2

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# RACING NEWS

## NOTES FROM THE RACING SCENE

January is generally a quiet month for racing, but the New Year's Day race was anything but. It seems that most prospective participants peered from beneath the blankets to see the treetops swaying in the rising wind, then turned over and went back to sleep. Only five intrepid boats ventured out on the course, up to Second Sister and back, twice around, in winds gusting close to 30 knots. In the end Tony Meek and Alex showed what a well-manned boat *MINKE* is even in these conditions, and were presented with a well-deserved bottle of rum. They then proceeded to remind us how well-mannered they are in all conditions by opening it up, throwing away the cork, and passing the bottle around the room.

In the quiet of the new year, the new Racing Committee—Kevin Vine, Tony Meek, Phillip Grange, Tony Brogan, Bob Jones plus the Fleet Captain—has met to consider various racing issues, some new, others old horses which have been flogged to death many times but still won't go away.

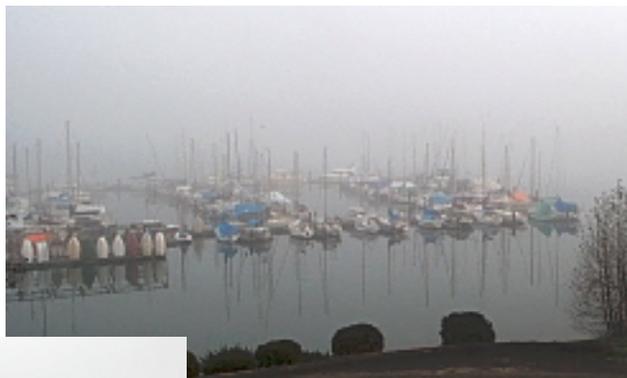
## MORE RACERS

The committee sees its mandate as raising the profile of racing within the club. There are over 100 sailboats at our docks, more than 35 of which turn out for Round Saltspring; yet on any given Sunday, only 6 to 8 boats show up to race. Clearly there is a tide in the affairs of both men and sailboat racers, which from time to time must turn to ebb, and now may just be one of those times. We expect no better success at turning back the tide than King Canute, but nevertheless hope that we can persuade a few individuals to come out and sail on it, no matter which way it is flowing. To that end, we will be calling those of you who have raced, even infrequently over the past few years, to find out what keeps you from coming out, and what we can do to change it. Feel free to take the initiative and call any member of the committee and tell us what it would take to get you back on the race course.

## CUMULATIVE POINTS for the WINTER SERIES

BOAT	RATING	17 NOV	24 NOV	1 DEC	8 DEC	15 DEC	TOTAL
FINAL DASH	99	50	100	100	0	67	307
ALACRITY	129	83	86	60	30	83	342
FANDANGO	138	33	71	40	30	100	274
ALMUCANTAR	179	0	14	0	30	50	94
LONE RANGER	208	67	0	0	0	0	67
DERYN MOR	237	100	56	80	30	33	299
CHEEKY BUOY	241	17	42	20	30	33	112

A foggy morning at the club marina (right); *ELECTRA* heading out, and *MINKE* getting ready, at the recent Hot Rum Race



BOB JONES PHOTO



## CREW

In the event that lack of crew is keeping you off the race course, help is at hand. George Wachmann (537-5276) has agreed to maintain a crew roster. Anyone wanting to crew, or looking for same, should give George a call.

## RATINGS

Our club does not require boats to have valid PHRF(North West) certificates, even for Round Saltspring. However Kevin Vine, the Club Handicapper, works out ratings for each boat. These are based on PHRF-NW, and confirmed with PHRF-NW officials on Vancouver Island. The Committee is confident that the ratings awarded to club boats are the same as, or very close to, PHRF-NW and fairly reflect the actual performance. Anyone who wants to discuss their rating should contact Kevin Vine at 537-9265. Registration with PHRF-NW is available for \$50 for those who wish.

## HANDICAPPING

All Pacific North West sailboat racing uses either the Time on Distance or Time on Time method of levelling the playing field so that different boats can race against each other (for more detail on the two systems, see the SISC Yearbook, p.56). T/T has the practical advantage that it is not necessary to know the length of the course, and perhaps for this reason is more generally used. In steady, moderate winds the results from the two systems can be very close; in the lighter and shifter conditions we see in the Gulf Islands, T/T tends to favour the slower boats. This club has used both methods but has recently favoured T/T. For a trial period of the Spring Season 2003, the Committee has decided to use T/D for scoring longer races (over 10 nm) and for reverse handicap races, and T/T for races under 10 nm. Trophies and overall points will be scored on this basis. However we will also calculate each race using the alternative handicapping system. At the end of the series we will review the results under the two systems and make a decision about how to score the balance of the year.

*Continued on page 4...*

# Advice to sponsors of new members

Application for membership requires that two Regular Members, a.k.a. 'Proposers', in good standing provide sponsorship. When you, as a Regular Member, agree to propose someone for membership there is an implied recommendation which also suggests that the individual(s) are somewhat known to you.

Along with the privilege of sponsoring a new member comes some responsibility. The Proposer is acting as an ambassador of the club and should both promote the essential underlying philosophy of the club—that being the self-help nature of our club and the programs it supports (cruising, racing, junior sailing, and socials) for the permanent residents of Salt Spring Island. The Proposer should also be willing to act as mentor to the new members encouraging them to participate and get involved. You are their connection to the club; make it positive and welcome!

—April Steel  
Chair, Membership Committee

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## SEMINARS

In the run-up to Round Saltspring 2003, we are planning a series of seminars on sailing topics which will provide useful information to crews planning to take part in the race, as well as to those who won't be racing but still want to sail their boat well. Preliminary topics include Sail Trim, Sailing Tactics, Racing Rules, Navigating the Waters around Salt Spring, and Heavy Weather Sailing. Stay posted for dates and times.

## STARTER

On the subject of the racing rules, it appears that one of the newer rules which we do not follow in the club is the starting sequence, with consequent confusion whenever a club member goes to an off-island regatta, or other clubs come here. The suggestion was made that it would be wonderful to have an official starter for our club, who would run the start sequence for club races, so that we can all learn to do it the way it should be done. Any one out there willing to give it a try?

—David Wood  
Fleet Captain, Racing



GARY RAILER PHOTO

The annual Christmas Party and Gift Exchange in December was yet another very successful and well-attended social



Our racers braving rain, high winds and waves during the Hot Rum Race on New Year's Day.

The starting line with ELECTRA, ALACRITY, MINKE and FINAL DASH (top); FANDANGO and FINAL DASH getting ready for the start (right);

ELECTRA and FINAL DASH (bottom left); and FANDANGO and MINKE (bottom right)

