



SALTSPRING ISLAND SAILING CLUB

Tell Tales

VOLUME 22 • NUMBER 6 • JUNE 2003



BOB JONES PHOTO

A luffing match soon after the start during the Round Saltspring race (above); MARDIA GRAS, a Santa Cruz 52, was the largest boat of the race (below, right)



JOHN CAMERON PHOTO

A record-breaking Round Saltspring 2003

The big event of the last month was of course the Round Saltspring Race. Apart from a somewhat rainy Friday evening, it went off in near perfect conditions and was, by all the feedback, one of the best Round Saltsprings ever. Saturday morning was sunny and breezy with the wind at about 10 knots out of the north. Jim Ballantyne and his starting crew aboard *SENTIMENTAL JOURNEY* got 120 boats in two starts off without a hitch, and the following breeze carried the fleet all the way to Cape Keppel in a truly magnificent scene of massed sailboats under spinnaker. As the wind died, the fleet bunched up and a minor parking lot developed. Those who stayed on the Salt Spring shore fared better than those who ventured out towards Cowichan Bay to find wind, and escaped first into the tidal maelstrom of Sansum Narrows. Remarkable scenes ensued, with boats travelling at 12 or 14 knots over the bottom, courtesy of six or seven knot tidal swirls. Some boats were caught in small whirlpools and

did a year's worth of penalty circles in a few seconds. With the wind now on the nose, there were close quarters and shouting to match, but only one or two contacts were made. As the fleet escaped from the Narrows under the hydro lines, the wind faded and progress was slow up to Vesuvius, where the wind began to fill in from Crofton. Spinnakers went up again, and it was a shy run all the way to Southey Point. The sporty little *Melges 24* was on a full plane the whole way.

By this time the fleet was quite spread out, the leaders having made it most of the way down Trincomali Channel on a tight reach while the tail-enders were still off Vesuvius. As the sun sank lower, very different wind conditions were encountered within short distances, and every boat had its hard luck story to tell. Nevertheless, all boats were home by soon after midnight, thanks to the fair winds and favourable tides, and this again was something of a record.

Continued on page 7

Racing schedule

Summer Series

(Two throw outs allowed)

WEDNESDAY EVENING RACES

1630 h skippers meeting

1700 h start

Round the buoys racing every Wednesday until end of August

Saturday–Sunday, 21–22 June

MAPLE BAY RACE

1000 h start

distance and course TBA

Saturday, 9 August

NIGHT RACE

2100 h start, TL 0030

distance 6.8 NM

Start - Welbury Spar (S)

- Batt Rock (S) - Finish

Fall Series

(One throw out allowed)

Saturday–Sunday, 23–24 August

PENDER ISLAND RACE

Watch bulletin board

for course details

Wednesday, 27 August

FINAL WEDNESDAY RACE

and SOCIAL

Sunday, 7 September

CAPTAIN PASSAGE RACE

1000 h start, TL 1500

distance 9.5 NM

Start- Batt Rock (P) - U62 (P)

- Welbury Spar (P)

- Batt Rock (S) - Finish

Cruise calendar

The Round Saltspring cruise or race

Friday, 20th June – Wednesday 25th.

A voyage into the San Juans

Sunday, 13th July – Saturday 19th.

Round Pender race/cruise

Friday, 22th August – Sunday 24th.

A cruise to Vancouver

September dates to be determined.

Please sign up

on the clubhouse door sheet

or phone Neil at 653-9253

Deadline for the next Tell Tales is 5th September

The B- and C-docks are disintegrating!

On the waterfront

Most of you are well aware of the state of our docks, both good and bad, from your participation in the Work Party last April 12th and what you have read in TellTales. The good part is that for 99% of the club members the existing facilities are satisfactory. The bad part is, how are we going to deal with worsening problems affecting the outer portion of B-dock and the entire length of C-dock? We just spent approximately \$1000 in materials and probably 100 man hours of labour to do what was really a 'band-aid' repair, and not a reconstruction, to a 40' length of B-dock which was badly rotted. I am told that this section of B-dock is not very old. With regard to C-dock it is the styrofoam flotation that is in big trouble. It is not encased and has been perforated and eaten away by sea organisms to a point where the styrofoam should be replaced. The dock surface lists to starboard as you walk out to the breakwater. The reason for this is that the new fingers that were added to the left side of C-dock are actually holding it up!

Personally, I feel the addition of fingers to C-dock was a mistake at the time without first having improved the flotation using encased styrofoam. One alternative would be to replace the whole length of the dock with a concrete type structure which would be maintenance free and well-equipped to take fingers on both sides. A similar type dock would be the best way to cure the ills of B-dock.

We must get our heads around this one in the not too distant future.

—Derek Barrio
Rear Commodore

House & grounds

I wish to ask for everyone's co-operation during the sail-training sessions this summer, in keeping the clubhouse and grounds clean and tidy. Recycling bins and garbage containers are provided. Please remember to clean your feet off before going into the washrooms, and do not forget to pick up that odd bit of clothing you may have left lying somewhere.

Let's keep the club looking ship-shape!

Puff! Puff! Puff! (climbing the steps). I think I can, I think I can, I think I can, said the Little Club that could!

Thanks, and good sailing!

—Rob Denny
Vice Commodore

Wharfingering

Round Saltspring moorage

Thanks to the excellent co-operation of club members, we were able to accommodate approximately 90 visiting boats over the race weekend. Members assisted by vacating their slips, rafting to a friend, or moving their boat to make access easier for the visitors. Even so, fitting in 90 additional boats required us to use every available boat-sized patch of water. Visitors were rafted three deep along C- and A-docks and fitted between boats on fingers as space permitted. The jigsaw of boats was well managed by Phil Hume and John Myers with assistance from Rick Gilleland and Jon Healey. Boats returning from the race generally found their way back to the same location without difficulty. Unfortunately, one skipper returning in the wee hours, chose to occupy the vacant slip on the first finger of E-docks and found himself a bit short of water the next day. Fortunately no damage was done—thanks to Tony Meek and the others who assisted in that unscheduled event. Otherwise, the moorage appeared to go without incident. *Thanks* again to everyone for their help.

—Jon Healey

Welcome and farewell

Greetings to *PETREL*, David Stone's new vessel, which was docked in April. *RAFIKI*, Edward and Margaret deBoer's Fortune sailboat, has taken up residence in E21, and for awhile we welcome Bryn King and Carol Evans' Waterline 33 sailboat, *MYSTICETI*, in Anne Stammer's slip, B5, until she sails for points north. Look for a catamaran in slip A4, owned by John Luttrell and Lucie Robidoux. Welcome and good sailing to these boats.

Farewell to the Tolman's *FABER*, Anne Stammer's *NOVA*, and the Hoogerdyk's *CALABASH*. Their owners are still club members, but the boats have been adopted.

And finally, did you know that Les Price is losing his *HAREM*, to his son, no less? I suppose that it's all to do with the aging process!

Further news, or gossip, will be revealed as it becomes available.

—Tony Booker

Dinghy register

Updating of the register is progressing well. The majority of dinghies are identified and properly located on the floats. If you have not yet identified your dinghy, we ask you to do so. Occasionally a dinghy gets out of place and without ID it is difficult to locate the owner and resolve the issue to everyone's satisfaction.

—Jon Healey

Electricity

It is very clear that there is confusion among some about how much and when and how they should pay for electricity. After two week's grace, and following reminders on the notice boards and in TellTales, sixteen vessels whose owners had paid for only six months' power were unceremoniously unplugged. The invoicing of yearly dues which you will receive in the fall will be revised, but you should read it carefully, along with the Fee Schedule which is on page 21 of the Yearbook.

Power hookups and current draw will be checked again very soon. Be prepared!

Summer daily duty wharfingering

This is proceeding quite well, as we are starting to greet more and more visitors, but *hurry, hurry* to sign up because there are only a few spaces left for duty. You know you want to do it, so act today. Thanks to those who have volunteered so far.

Have a wonderful and safe summer on the water.

While I am off-island in the mountains in June, John Myers will be in charge of this wharfingering stuff. Thanks again, John.

—Tony Booker
Wharfinger

Thanks!

Through a very reasonable donation to the club and the great help of member friends, I'd like to thank everyone who made Gary's birthday surprise an extremely memorable and fun event. And just how many Gary's were there?

—April Steel

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

Any part of the publication may be freely reproduced in not-for-profit publications. Please mention us as the source and also send a copy of your publication to the Editor. We are a self-help club where everything is done by members who volunteer their time and expertise, so please come forward with articles, photos, letters, non-commercial want ads, questions or comments. Send material for publication by email or leave in the 'TellTales' box in the clubhouse. And, if you have time, visit our club website at www.saltspringsailing.ca
Editing/production by Per and Lynetta Rasmussen (pras@saltspring.com)

The membership process

With all the recent 'interest' in membership concerns, I thought it might be a good time to go over the process of how one becomes a member in the club.

Upon receipt of a fully completed application accompanied by the appropriate initiation fee the members making the proposal are contacted by the Membership Chair to obtain some background information on the applicant(s), to confirm that they are indeed supporting the nomination and determine their connection to the nominee(s).

At this point, the applicant(s) is called to set up an appointment for the requisite (Bylaw 3c as delegated) interview. During this conversation, the applicant is advised of the requirement concerning minimum hours of work, the 'self-help' aspect of the club, moorage privileges/availability and other aspects of the Sailing Club. Presuming no surprises are being revealed, the applicant(s) is invited to the club at a mutually agreed upon time to meet with two members of the Membership Committee and the initiation fee is deposited.

This interview generally takes from one to one and half hours, wherein all aspects of the club are gone over in some detail. This includes the bylaws, regulations and

general business of the club; cruising, racing and sailing school programs, social events—as an attendee and volunteer worker—summer wharfingering, newsletter, work parties, and the work contribution made in the past by members to major projects such as the breakwater and clubhouse renovations. The applicants are encouraged to ask questions of the Committee much as they are asked about their interest in boating, personal background, interests and what they plan to contribute to the club should they become a member.

As well, the applicant(s) are given a complete tour of the clubhouse, grounds and docks and given a copy of the Yearbook at this juncture so that they may be fully apprised of the workings of the club in advance of membership.

Following the interview, the Committee discusses the interview and takes a decision to proceed with posting or not. All being well, the application is posted on the bulletin board (bylaw 3b) for at least fourteen days prior to the next Board meeting.

At the subsequent Board meeting, the applicant(s) is asked to appear briefly before the Board at the beginning of the meeting so that all the Directors present may have the opportunity to meet and ask any questions of the prospective

members. During the business portion of this same Board meeting the application will be voted upon (bylaw 3c).

Within a day or two, the applicant(s) is notified of the outcome of the vote. A positive outcome results in full membership status (or appropriate category) as of the date of the Board meeting. The new member(s) is then provided with a key and membership card and billed the appropriate annual fees.

Welcome aboard!

Your current Membership Committee consists of April Steel, Secretary; Committee Chair, Rob Denny, Vice Commodore, and Neil Buchan, Fleet Captain Cruising. We have found that this approach has proven very satisfactory in that it makes prospective members feel very welcome and reduces the "I wasn't made aware of that" factor significantly. It also has revealed a couple of situations wherein the applicant(s) didn't meet the basic criteria for membership and it was dealt with appropriately through nonacceptance or a change to another member category.

Welcome...

new Associate Member, Craig Leitch.

On guard for thee,

—April Steel
Secretary

Saltspring Island Sailing Club results from Round Saltspring Race 2003

Boat name	Skipper	Boat type	Rating	Elapsed time	Corrected T on T	Place class	Place overall
DERYN MOR	Kevin Vine	Ericson 26-2	231	12:52:03	11:08:13	7	30
ELECTRA	Roger Kibble	Aphrodite 101	144	11:25:31	11:11:03	8	33
MINKE	Heather Meek	Great Dane 28	252	13:22:12	11:15:25	9	39
HESSIAN	Sam Sydneysmith	C&C 35 Mk II	135	11:20:48	11:15:36	10	40
FINAL DASH	David Wood	Dash 34	104	11:00:27	11:27:58	15	47
GYPSEA	Bevan Wrate	Ericson 26	257	13:47:50	11:32:31	11	54
YEOMAN OF CESTRIA	Phil Hume	Crown 34	132	11:38:41	11:36:32	20	55
CHEEKY BUOY	Tony Brogan	Santana 20	241	13:50:40	11:49:30	15	63
SAORSA	Tony McEwen	Chance 32	193	13:01:22	11:52:19	10	66
ATALANTA	Stuart Farson	Hunter 35.5	145	12:14:29	11:57:54	24	70
ALMUCANTAR	Hugh Greenwood	Reliance 37	179	12:52:05	11:57:57	17	71
ALACRITY	Bob Jones	C&C 35 Mk II	138	12:12:40	12:03:45	27	74
LIBERTY	Dave Arnott	Catalina 30	225	14:02:31	12:15:04	13	81
TALLULAH RAVEN	Alexander Kononoff	Van de Stadt 22	264	14:59:07	12:25:26	22	85
GWAIHIR	Dick Pattinson	Grampian 26	262	14:59:06	12:27:20	15	86
LA PALOMA	Tom Locke	Alberg 30	251	14:51:47	12:31:49	24	88
PLAYTIME	Fulvio Limongelli	Newport 27	236	14:44:02	12:40:04	17	90
PIPEDREAM	Stephen Thomas	O'Day 27	218	14:33:56	12:49:43	25	94
RITA VERA	Leon Aptekmann	Tayana 37	219	14:51:47	13:04:22	21	99
CALLALOO	John Catley	Centurion 32	198	14:44:58	13:21:09	22	105
WEST WIND	Ole Andersen	Hunter 37.5	172	14:51:32	13:57:25	25	109
VECTIS	David Jardine	Douglas 32	198	15:37:51	14:09:01	26	110
CLASSY LADY	John Wellingham	Yamaha 30	200			DNF	

CRUISING NEWS

Cruising in May, June, July, August—and a toe dipped into September 2003.

The May trip to shake down our boats went as expected. Not according to the plan. Instead, we went to Port Browning, Bedwell Harbour, Royal Cove on Portland Island and a couple went on to Genoa Bay. The climate was right and the places charming, the company amusing and convivial. A visit to Browning may make you weep as it disappears under the development 'hammer o' progress'. A huge group of condos has blasted its way into the mountainside, complete with swimming pool and games rooms, etc. The islands are at their best as spring growth flourishes and the bays contain only you and your friends.

The Princess Louisa Inlet Cruise...

hit the right time, the right conditions, the right place. Perfect!

Though the number of wanna-goes dwindled from eleven to three and a bit (*KI WEST* left the group at Newcastle Island in deference to young Nathan). The conditions were such that those who did go had one of those experiences, rare in a lifetime, which leave lasting impressions, images and hope for our poor battered world.

The 6+ knot reach up the reaches was... exhilarating!

We thank Doc and Susan Paynter for local knowledge and great yum-yums, Derek and Jennifer Barrio for ditto and the courage to go before us into rocky/toothy rapids where they and we had not been before. Dorothy and I timidly experienced our first 'real' cruise under their guidance and had a wonder-ful trip.

Scheduled stops were ignored when not needed, changed when consensus required and used when the engine or human fuels ran low.

The wind blew, the sun shone, melting snowbanks proliferated, the falls surrounded us, the mists hung gracefully on the mountain sides! If you haven't been there please go.

We thank lifetime protector Lorne Shantz for sharing his knowledge, enthusiasm and experience of this wonderful place.

Coming next

The Round Saltspring Cruise or Race

Friday, June 20 - Leave for Genoa Bay.

Saturday - Welcome the racers at Maple Bay. Please let me know if you wish a reciprocal tie up. They like to know how many, but it is still a first-in gets the tieup. Here are the options: phone Neil at 653-9253; email meadow@saltspring.com; sign up on the paper to be found on the clubhouse door or the notice board. BBQ—if you have one please bring. Bring your own raw bits and stuff, share with the racers and eat on the lawn—or plates if you have them.

Sunday - Wave the racers off (or join them on the second race-leg home) and cruise to Kuper Island (anchor).

Monday - Cruise to Wallace Island where a Provincial Park program is promised (time to be announced).

Tuesday - Cruise to Montague Harbour (no anchoring charge). BBQ on the beach after happiness attained or sixish o'clock is struck.

Wednesday - Return to SSI, or meander further.

July

A voyage into the San Juan islands is planned. Stops include assembly at Sidney Spit on Sunday, July 13th with entry into U.S. waters on Monday, to Roche Harbor with exploration of the area until leaving for Friday Harbor for provisioning/gawking at the picturesque locals. Orcas Island and Sucia are also in the plan with a return to Sidney Spit and re-entry into Canada at Sidney about Saturday, July 19th.

'Shake-down' cruisers relax on Pender Island. Left to right, Judith Borbas, Neil Buchan, Nina Denyer, Dorothy Drubek and Nigel Denyer. Bob Borbas took the photo.

August

Join the racers in the second racer/cruise 'around' Pender Island. Cruisers stop at Port Browning, and again assemble for BBQ on the beach where the racers will join us. See your Yearbook for details, but don't let the exciting reading make you miss this mingle.

September

A 'far-side' experience to Vancouver and Indian Arm, Gambier Island and Newcastle Island led by the experienced Harold and Candace Brochmann. Leaves at a TBA date. Details will be posted at the clubhouse closer to departure time. Please sign up or phone Neil at 653-9253

And that's the news from the cabin boy.

—Neil Buchan, *Fleet Captain, Cruising*



SLY FOX, CLOUD NINE and NAIAD, anchored in Royal Cove on Portland Island



BOB BORBAS PHOTOS

The Princess Louisa Inlet cruise—a note from the Cruise Captain's mate

The cruise to Princess Louisa was one of those outstanding experiences of a lifetime for me. It goes way beyond slipping around that turn in the inlet and spotting Chatterbox Falls for the first time. It was the whole experience that I carried away with me—the camaraderie gained through travelling together, working out problems, looking out for each other, sharing ideas and food, telling stories, laughing together and feeling the awe of the world we slid through.

The planning was fluid, adapting to the forecasted morning winds that seldom materialised, the whim of the sailors, and the direction of the wind at anchoring time. No one ran the cruise, everyone was listened to. Even our dog's needs became part of everyone's day plan. We all got to know each other more in 11 days than we know our neighbours in years. All our have-to's peeled away, the farther we were from home and anchoring became almost choreographed (although I still have trouble with some of the steps!).

We had time. Time to think, to notice, to share.... And I thought about what our sailing club offers us and how this trip represented all the good things that happen between our members. I hope that we all, when feeling bogged down with worries about finances, the docks, the clubhouse, the endless 'issues' that arise over again, *stop...* and feel just what this group of people, who love all sorts of boats, offer each other whenever we get together. Perhaps it's as special and priceless as the Princess....

—Dorothy Drubek, *NAIAD*



Club burgees...

are back in stock!

For \$25

you can make elephants fly!

Call April at 537-4207

Saga of the keel

It all started one fine day last July. Judy and I were leaving Montague Harbour aboard the *PATRICIA* bound for Ganges and home. The *PATRICIA* is, of course, our Catalina 22 with a retractable keel. Out of the harbour and into the channel when a nice breeze arose so a sail home was anticipated. As I hoisted the main, Judy suggested that she lower the keel—a wise move on her part. It rapidly became obvious that something was amiss and the phrase no one wants to hear, “we have a problem Houston” was stated. The keel crank freewheeled and obviously there was no longer anything attached. The keel, all 600 pounds of it, had at that moment detached itself from the boat and sped rapidly to the ocean floor. Well, the sails were dropped, the engine started, and we headed for home, not to sail again that year.

Now the story becomes interesting. After a week or so pondering our predicament, it was decided that some action was warranted. A phone call to the Catalina distributor in Vancouver revealed that we were not the only ones who had suffered such a loss and that they would fix us up with a new keel for \$2700 including shipping, plus installation. Needless to say that was a bit of a setback! Now we pondered whether to repair or scrap the boat; however, emotions won out and deep-sixing the boat was not an option. It was suggested that we try the internet for a used keel. An hour or two on the magic machine found us a keel in Long Beach, California, priced at \$200, a deal we couldn't refuse. A quick email back confirmed that we were interested and would he look into shipping north to Victoria. Shortly, our next setback came when we were advised that the best shipping arrangements which he could find would cost \$1600. We called a halt and went back to the rethink mode.

The time frame was now mid-August. We received a request from Pebble Beach, California, to have a house exchange, something we had done many times before. This seemed a resolution to our problem and we quickly agreed that the Californians would visit Salt Spring early September, which they did. We were unable to visit California that fall because of other commitments and it was agreed that we would visit California the following spring. An email to the seller in Long Beach explained that we would be in Pebble Beach in the spring and would pick up the keel at that time. He graciously agreed to deliver the keel to Pebble Beach, which he did about mid-December.

The keel is seven feet long and weighs in at 600 pounds. We figured that with

the rear seats removed from our van the keel would fit in with two inches to spare. A very tight fit and no room for error! Early April, the weather was good, and off we went to California. On arrival I was anxious to load the keel, assuring that it would fit. This was accomplished and so we spent a lovely week walking the beaches and touring the vineyards. The trip was uneventful and the keel arrived home by mid-April.

Discussions with Barry at Harbours End Marine concluded that they would install the keel. The *PATRICIA* would be out of the water mid-May and the keel installed. I certainly wondered how they would wrestle 600 pounds under the boat and line it up perfectly to install four holding bolts. This was accomplished after three hours of jiggling, levering and jacking; the keel was installed. I have nothing but praise for the work Harbours End Marine did for me. The *PATRICIA* was launched 15th of May and is now back in her rightful place at the Salt Spring Island Sailing Club. Thus ends, happily, the saga of the keel.

—Glen Willett, *PATRICIA*

From the Daily Wharfinger's log book

Washrooms checked
Rounds made of docks—all OK

No hits; no runs; no errors
No body left on base
I sat upon the dock all day
The sun upon my face

With eyes cast t'ords horizon
In search of inbound ships
To tie themselves in vacant spots
Within our sheltered slips

But none arrived & so I spent
The day, sad and alone
So now I'll close the daily log
And take this old bod' home!

—Cam Cartwright, *FERNWOOD POINT*
5th June, 2003

A visiting boater...

from Sidney told Bill Foster that he “discovered that the road into town was five miles and uphill—both ways.”

RACING NEWS

Spring Series

The results of the Spring Series are shown in the table below. Bob Jones in *ALACRITY* was the convincing winner, with *ELECTRA* not far behind. You may remember that the racing committee had decided to carry out something of an experiment, scoring the short races under 10 NM time on time, and the longer races time on distance. That is how the results in the table were calculated. But at the same time Bob Jones calculated each race on the alternate system, to see what difference the scoring system used would make to the results. The answer (in the case of this series at least) is almost none at all. The top five boats were the top five, in the same order, under all of the systems (although the order for some of the individual races changes).

Race Committee deliberations

The above result was rather unexpected to the racing committee, since the conventional wisdom is that faster boats fare better under time on distance, and slower boats under time on time. However, to continue the experiment, we have decided to score the fall series (which starts with the Pender Islands race in August) in the precisely opposite way, that is to say, short races under 12 NM on time on distance, and the longer ones on time on time. At the end of that series, we will report back again. In the meantime, we will score the summer series, which

Spring Series results

Boat	Ground Hog Day 6.6 nm	Ben Mohr Rock 9.0 nm	McMillan Trophy 10.6 nm	Channel Isles #1 10.4 nm	Walker Rock 17.3 nm	Moresby/ Portland 26.2 nm	Bas Cobanli Memorial 16.4 nm	Round Saltspring 42 nm	Throw
<i>ALACRITY</i>	78	90	88	85	83	86	80		590
<i>ELECTRA</i>	44	20	75	92		100	100	96	527
<i>MINKE</i>	89	60	100	77	75			91	492
<i>DERYN MOR</i>	100	50		69	92	14		100	428
<i>CHEEKY BUOY</i>	33	100	63	31	58	14		70	369
<i>FINAL DASH</i>	11	30	50	54	67			83	295
<i>YEOMAN OF C</i>				100	100	14		74	288
<i>FANDANGO</i>	56	80	38	46	50	14			284
<i>ALMUCANTAR</i>	67			38	25			57	187
<i>NAIAD</i>		40	25		25		40		130
<i>WEST WIND</i>				62	33	14		13	122
<i>LONE RANGER</i>	22	70	13						105
<i>ATALANTA</i>		10						61	71
<i>KHADINE</i>							60		60
<i>GWAIHIR</i>				8				39	47
<i>PLAYTIME</i>				15				30	45
Boats entered	9	10	8	12	11	7	5	12	

Note: no points were awarded for the Prevost Race as this was a re-run.

mostly consists of short round-the-buoys races on Wednesday evenings, entirely time on time, at least in part due to the difficulty of measuring the course in round-the-buoys racing.

The other change we have made is to the time of the Wednesday evening races to 1700 hours from the time shown in the Yearbook (1730), in order to take advantage of the afternoon breeze before it dies away. Too many Wednesday evenings have ended with boats drifting slowly around the harbour, not necessarily in the direction of the finishing line. So far, our change has been rewarded with fresh breezes for both races which held pretty well until all the boats had finished.

Pender Island Race

The rendezvous for this year's Pender Island race (August 23/24) will be Bedwell Harbour, and the race will not necessarily circumnavigate the island. Courses will be set to suit the conditions of the day. The cruisers will meet up with us at Bedwell Harbour.

July 20 Junior/senior Regatta

We are planning a day of fun and sun which combines both the Junior Program and their Lasers and the keel boats with their more mature and wiser crews. The plan is to give everyone who wants it a chance to race a dinghy, and the juniors a chance to crew on a bigger boat. The initial concept is to have the Juniors race the Lasers in the morning while the keel boats race with their regular crews, and then in the afternoon, move the juniors onto the keel boats, while those of riper years who wish to embarrass themselves can take to the Lasers. Once everyone is

**Complete race results—
including those from the
Round Saltspring Race—
are available on the
club website at
www.saltspringsailing.ca**

wet enough, we will end the day with a barbecue, perhaps on Chocolate Beach. It sounds like fun, but will only work if members come out and make sure that it is. Please mark this date on your calendar.

Royal Van Centennial Series

This year is the Royal Van's centennial, and to celebrate they are planning a series for keelboats which combines both long distance races and round-the-buoys racing in English Bay. The series starts with a rendezvous at the Scott Point outstation on June 26, then a race from Active Pass to RVYC Jericho on Friday June 27. Participating boats are guaranteed moorage at Jericho, as well as several evenings of partying. Saturday and Sunday see the boats racing round the buoys in English Bay, followed by a long distance race to Howe Sound and back on Monday. Already three club boats, *ELECTRA*, *ALACRITY* and *FINAL DASH* have signed up for the event, but there is room for more, and the RVYC organisers are very keen to see Salt Spring boats participate, at least in part because of the association of the RCYC with Salt Spring. More information from David Wood 653-2304 or www.royalvan.com.

—David Wood, *Fleet Captain, Racing*

Team results for Spring Series

Team Brogan		Team Kibble		Team Wood	
CHEEKY BUOY	369	ELECTRA	527	FINAL DASH	295
MINKE	492	ALACRITY	590	FANDANGO	284
DERYN MOR	428	SAORSA	65	GWAIHIR	47
VALHALLA II		BETHIA		LONE RANGER	105
IMPULSE		HESSIAN	87	YEOMAN	288
GYPSY	78	ALMUCANTAR	187	GULF WIND	
SLY FOX		TALLULAH RAVEN	43	DRAFTY ACHERS	
ATALANTA	132	PASSAGES II			
Total	1499		1499		1019



BOB JONES PHOTO

The first of the Wednesday Evening Series on 4th June: the side deck of FINAL DASH made a fine side table of almost the right height. Sailors young and old, experienced and less experienced, all enjoying the good food and good company in a typical sailors' setting. Hard to beat. (—Bob Jones, ALACRITY)

Round Saltspring, from page 1

One of the great attractions of the Round Saltspring Race is that the prizes get quite widely distributed, and this year was no exception. Overall winner was WINDSEEKER, a Catalina 27-2 from Pender Island Yacht Club, sailed by Mike Crown. First SISC boat on corrected time was DERYN MOR, sailed by Kevin and Korena Vine, second was Roger Kibble on ELECTRA, and third Sam Sidneysmith's HESSIAN. None of the bigger visiting boats corrected out among the silver, despite some of them being well-prepared and well-sailed. But the fact that everyone has a good chance of coming home with the gold is one reason why people keep coming back year after year—and tell their friends as well, if the growing number of registrations is anything to go by. The other reason of course is that our club puts on an event like no one else. Partly this is due to the years of experi-

ence at doing it which the ring-leaders on shore, at the computers, on the docks, and in the kitchen share. Even more than this, it is the depth of support within the club which these organisers can draw on to help them with their tasks. Everybody pitches in—and it shows. It is an event we should be proud of.

There was a suggestion at the closing ceremonies that next year we limit registration to 120 boats, mainly due to limits on dock space. There has been some feedback since then suggesting that we should not do this, perhaps directing late arrivals to commercial moorage in Ganges, but allowing them to participate in the race and the shore-side activities (if they could find a way to get there). Club members' comments on this would be appreciated.

Full race results are available on the club website.

—David Wood, Fleet Captain, Racing

Fleet Captain Dinghy report

We have expanded our Junior Sailing School. So far we have 75 students registered. The June 30 course is completely full and the July 14 course has 3 positions left in the Bronze V course. There is, however, still plenty of space for all three categories for the July 28 and August 11 courses.

At time of writing, we are busy getting ready for our Junior Regatta June 14–15. We expect up to 28 participants from the Royal Victoria Yacht Club and three from Maple Bay, as well as 6–8 from our own club. Many thanks to Wendy Wallace and Tony Meek for organising this event.

As announced elsewhere in TellTales, we are offering a 'club members only', 2-day training session in Laser sailing. As I am sure you are aware, the Lasers are available for use by regular members when not being used for scheduled events such as the Tuesday evening Junior members, and the regular school classes. The Lasers are a great way to spend a few hours out on the water in our harbour. With training available, there should be more usage of our expanding dinghy fleet. After all, we are a sailing club.

The Board has also approved, on an experimental basis, Laser training for adult non-members. We will try this for a summer to see how it goes, and re-evaluate after we have a season to assess the demand, how our members feel about it, and suitable times and what revenues it would generate.

This is being done for several reasons: to promote sailing, to provide extra money to help pay for the upkeep and expansion of the fleet, and—since two of the three instructors are university level students—their summer season, during which they work to earn their next year's tuition and other costs, will be expanded. This will allow us to keep these highly trained instructors. Finally, it expands our service to the community as a whole.

I am interested in your opinions about this expanded program. You can email me at mhoogerdyk@berkshire.ca.

The whole Junior Program is under review. With the addition of the Optimists, we will be able to accommodate younger children in the program and expand our racing team. We are working on the details of organisation. I will inform you of our progress in the fall.

A fun day for racers and Juniors...

is being organised by David Wood and myself for July 20th. Details will be posted soon.

—Martin Hoogerdyk, Fleet Captain, Dinghy

2-DAY LASER SAILING COURSE FOR ADULT MEMBERS ONLY

Saturday–Sunday, June 28–29

Course starts at 0900 h
and finishes at 1500 h

The cost is \$50 per person
(to cover the cost of the instruc-
tors)

*You will need a lifejacket,
bring your lunch,
and a change of clothes is suggested*

To sign up, call Martin Hoogerdyk
at 537-2199 (evenings)
or 537-1730 (daytime)

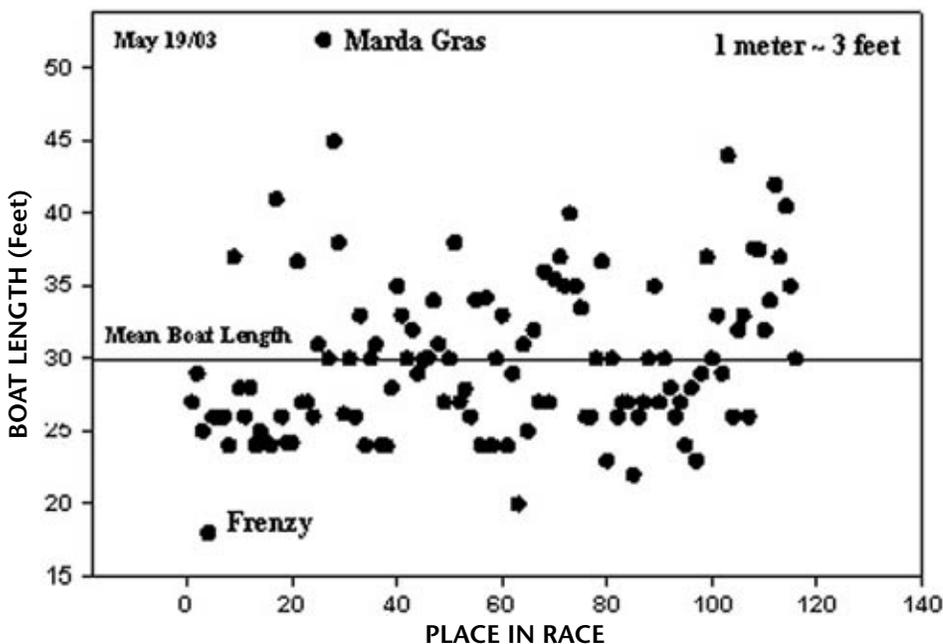


For Sale

AQUILA - C&C 25, 1982, LOA 25', LWL 20'8", beam 8'8", displacement 4100 lbs, draft 4'3". Well-maintained sailboat, sleeps four. Two spinnakers and gear, fully battened main, genoa and storm jib. Honda 9.5 HP outboard. Asking \$16,500 or best offer. Please call Don or Arlene Dashwood at 537-5050.



BOB JONES PHOTO



John Prothero created this graph showing boat length vs. place in the Round Saltspring Race. It shows that boat length has little to do with getting in first, and that boats 25–30 ft. in length did rather better than most.

More on boat odours

by John Sprague

In the May newsletter, Terry Ison wrote an interesting article about smells in boats, especially from holding tanks. He reported advice from a guru on a U.S. website, but had some doubts and invited comments. I am responding. My qualification is that Lois and I have had holding tanks on our boats since 1976, and cruised south for a year without ever pumping overboard.

Terry was right to be unconvinced. The expert advised us to avoid smell-producing anaerobic bacteria in the holding tank. She recommended carefully designed ventilation pipes to get air into the tank, and thus encourage aerobic bacteria to decompose waste with little smell. The basic facts about bacteria are true, but the application to boats is nonsense, in my opinion.

Here is the fallacy. None of us should try to operate a miniature sewage treatment plant aboard our pleasure boats. If we really wanted to accomplish aerobic treatment, we should imitate the real town treatment plants which pump great quantities of air into a tank of waste, to keep it frothing and continuously rolling over (technically, called activated sludge treatment).

The tank on your boat is called a holding tank for good reason—it holds the waste until you can properly pump it out. So forget about cultivating bacteria. Add a preservative sold for holding tanks, which prevents bacterial growth and holds down the smell. Periodically, use the neat pumpout on the Ganges dock and send the waste to our state-of-the-art village plant. Your preservative will not kill the bacteria in the Ganges treatment plant. It gets diluted by other, larger inputs. Just be sure to follow directions and do not overdose your holding tank.

So a simple small ventilation tube will be enough. All it has to do is lead any gases up to a place near the deck where they will get wafted away.

Perhaps I should mention a couple of other things. The U.S. expert was very well informed on boat waste systems, but she sells a bacterial additive to promote decomposition in tanks. Also, we should not be confused by some of the U.S. 'treatment' devices (Marine Sanitation Devices I and II) which merely grind, disinfect, and discharge waste.

(John is a biologist whose special field is water pollution, and he and Lois sail in FLAGFISH —Ed.)