



SALTSPRING ISLAND SAILING CLUB

TellTales

VOLUME 22 • NUMBER 5 • MAY 2003

Countdown to Round Saltspring

Less than two weeks to Round Saltspring! All the final organisation is taking place and, again, I want to remind everyone of the need for volunteers. If you have not yet been contacted, and are available to help, please contact either myself, or Phyllis Waltho.

Wendy Vine reports that we officially have 48 boats registered, with more in the mail at the time of going to press! It looks like it's up to about 55 we know about right now. (The May 2 deadline for early registration crept up on a lot of people this year and Wendy had lots of emails asking if we accept faxes and credit cards over the phone!) Most registrants are local returnees, but we also have sailors from as far away as the Semiahmoo Yacht Club.

Any club member who wishes to make a donation of a prize, or a contribution toward a prize, please contact me. And finally, Phyllis wants to remind all volunteers that the volunteers' luncheon will take place Monday after the race.

—Bill Bull, *Committee Chair*



It's not too late to register for the May 16–18 event!

Get your entry form in the clubhouse, online at www.saltspringsailing.ca, or call Wendy at 537-9265.

The Princess Louisa Inlet 'little-bit-of-heaven' cruise...

leaves at various times
from May 22 to May 30.
Read more about it on page 5.

AGENDA SISC

GENERAL MEETING May 27, 2003, 1930 hrs

1. Call to Order
2. Minutes of AGM, February 25, 2003
3. Commodore's Remarks
4. Treasurer's Report
5. Reports:
 - 5.1. Clubhouse and Grounds
 - 5.2. Docks and Breakwater Project
 - 5.3. Moorage
 - 5.4. Programs
 - 5.4.1. Racing
 - 5.4.2. Junior Sailing
 - 5.4.3. Cruising
6. Social Events
7. Other Business
8. Adjournment

—April Steel, *Secretary*

The premier racing event of the year...

of our Sailing Club, the Round Saltspring Race, is coming up in less than 10 days. This is a hugely popular event with sailors from all around the Georgia basin, for lots of very good reasons, but most of all because it is a tremendous amount of fun. Bill Bull is soliciting your help in carrying off this large and complex event. My job is simply to encourage you to come out and have a very enjoyable 48 hours, 12 to 24 of which will be spent on your boat, trying to squeeze out that extra tenth of a knot of speed.

Friday evening (May 16) brings the traditional chili dinner, a chance to critique the visitors' boats, and the opportunity to renew old acquaintances. On Saturday morning, there is a light breakfast in the clubhouse, followed by the skippers' meeting at 0830 h.

There will be two starts, at 1000 and 1010, and you will find out which one you are in at the meeting. We will be using the new starting sequence, and this will be briefly explained at the meeting. If you want to know about it in advance, read the Race Instructions (on the website) and/or come to the practise session and seminar on May 11 at 1030.

The start line will be off the Sailing Club breakwater, between the Commodore's powerboat, *SENTIMENTAL JOURNEY*, and an orange triangular buoy moored on the

On to page 5...



It took man as well as machine power to dislodge the old laurel tree stump during the Spring Work Party. From left to right, Nick Hodson, Terry Warby, Dave Arnott, Russ Crouse, and Wayne Wrigley pulling with his pickup truck

Deadline for the next TellTales is 6th June

On the docks

An excellent turnout of members and cooperative weather made the Work Party a delight—well, almost. The rot in a 40" section of B-dock was a frightening sight to behold. However, under the direction of Phil Hume the dock has been repaired and should stand up to the wind and waves. Hats off to those members who worked with Phil! Under Al Kirk's command all the wiring was installed in the new breakwater and made ready for the new power outlets. All other jobs were completed successfully except for C-dock flotation. This was done a few days later when there were fewer people using the dock.

My first Work Party as your Rear Commodore has been great. My sincere thanks to all who participated, including Ron Sturm and his come-alongs, Hugh Greenwood, Bob Scott and our welder-extraordinaire Bob Shaak.

—Derek Barrio, *Rear Commodore*

P.S. I will be 'off island' from May 3 to 19 and Brian Swinburne has kindly agreed to stand in for me.

Dinghies anonymous '2'

Many thanks to those who have taken the time to identify the dinghy they have stored on the club dinghy docks. We still have quite a number of 'No Name' brand dinghies in residence (perhaps they should be painted yellow?). These, as you know, are in contravention of club regulation 6.2 and are eligible for removal. Please take a few minutes to identify your dinghy or its cover so that we can keep track of who is who and where. A permanent fat felt pen will work well for those who prefer not to paint.

Wharfinger committee member, Jon Healey, will be telephoning those listed on our latest (three year old) dinghy register to see if the member does in fact have a dinghy on the dock.

Thanks for your help with this!

RSI moorage

The Round Salt Spring race is coming up in a week or so. We expect to have quite a number of participants and 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 (note new telephone number), or sign up on the Wharfingering notice board just inside the clubhouse door.

—Tony Booker
Wharfinger

Sailpast 2003

The day dawned wet and got wetter as the morning went on. If this was to be a test of the mettle of the members of the club, it did not even come close to testing us. We rose mightily to the occasion and passed with flying colours. In truth, most colours, burgees, flags and sails hung limply in the damp and motionless air. In sharp contrast was the cheerful and upright figure of the Commodore, at the stern rail of *SEA HAWK* (courtesy of Jim Linklater, *SENTIMENTAL JOURNEY* being still up on the hard), who saluted the long line of boats which passed under his stern with a lowered ensign and a wave of his cap.

The light air ensured that this Sailpast was a stately affair. Boats drifted gently and safely on the mirror calm and scarcely a sound was heard as the final boats made their salutes. The peaceful quiet was short-lived. As *SEA HAWK* raised anchor and made for the dock, the thrilling (to most of us) sound of the pipes filled the air and echoed around the harbour. Doug Fraser, in full piping attire, welcomed the Commodore ashore and piped him down the docks, along the pier and all the way up to the balcony of the clubhouse (including the steep stairs: there is an advantage in having a second set of lungs tucked under your arm). The Commodore was welcomed by an extended round of applause, to which he responded briefly and graciously.

The clubhouse had been elegantly set up by the Staff Captain and her crew, with blue cloths on the tables and little white sailboat centrepieces, along with a selection of dips, olives and veggies. Members were invited to take their places while the kitchen crew proceeded to serve us sandwiches and desserts. It was easy, among the friendly chatter, to forget the wet weather of the morning, particularly because it had by this time stopped raining. The sun was even making a feeble attempt to break through. No one seemed to care, either about the watery sun, or the much more watery rain of the morning. We had been weighed in the balance, and found to be all present and correct. Fair weather sailors we definitely are not.

—David Wood, *FCR*

Sailing school registration 2003

CYA Certified Courses

Ages 11–18

White Sail 1,2,3, max 16/course

Bronze 4 & 5, max 8/course

New for 2003

Ages 8–11

Optimists, max 6/course

REGISTRATION TIMES

(first-come-first-served)

Sailing Club members only

Wednesday, May 14, 7–8 pm

General public

Thursday, May 15, 7–8 pm

Wharfingering

Electrics - If you have not unplugged your boat, and have not paid for 12 months (only four members have done so) we are about to pull your plug—time was up April 30th!

Still crowded - We have played 'musical chairs' with a few boats but are very short of space. Members are patiently waiting. Our advice is to stay cool, out on the water! At the present time we only have two small spaces available.

Going out? Please do remember that we have visitors coming here from our reciprocal clubs. We wish to accommodate them, and would like to use your slip. Let us be true Salt Springers: generous and friendly. Do unto others as one would like to be treated oneself. So, before you leave, please sign out on the chalkboard. You do not need to identify yourself or your vessel, just the slip size and number. If you are not sure exactly when you will be back—just put the earliest possible date.

Summer Wharfingers - are still needed for some days in July and August, *please* sign up soon. 'Training Session' for those new to this rewarding venture, or for those of you who wish to update your know-how, will be on Tuesday, May 13th at 1900 hours in the clubhouse—*no exam!*

Many thanks and happy cruising.

—Tony Booker, *Wharfinger*

TellTales is published ten times a year by the Salt Spring Island Sailing Club
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Editing/production by Per and Lynetta Rasmussen (pras@saltspring.com)

The Spring Work party 2003 in pictures



An exuberant Neil Buchan ready for work

Phil Hume, Brian Swinburne, Gary Railer (and many others) work to repair the rot in B-dock



A large crew had its hands full cleaning and sorting 'stuff' in the work shed

Leslie Nuk and John Wellingham are busy varnishing the downstairs Juniors' quarters and the tables



Kevin Vine and Doc Paynter fixing standpipe supports (left) while Les Price, Lorne Shantz and Tony Burrige are kept busy re-manufacturing our 'upstairs' tables (right)



Clubhouse and grounds

The Spring Work Party on April 12, was a tremendous success! I was delighted with the turnout, and the jobs accomplished. My thanks go to the House and Grounds committee members for their assistance, and to all those who helped with the work that day. Dave Arnott supervised patching the potholes in the road. Thanks, Dave. The team that cleaned out the two sheds did a wonderful job. Thanks to all of you. Those who worked on the grounds made a big difference to the appearance. Last, but not least, my thanks to Rick for cleaning gutters and touching up paint, and to Jim for lubricating all the locks and hinges, so they do not squeak. Also, I do appreciate the efforts of all those who provided food and drink, to keep us going.

A few days after the Work Party, I was assisted by Lorne Shantz, Doc Paynter, and Dave Arnott, in painting the clubhouse floor. Hopefully, it will stay fresh and clean looking for the major events coming up.

Down in the basement of the clubhouse, the improvements are almost complete, to the point where the area can now be used for lunchroom purposes. Thank you to everyone who helped with this project.

You may have noticed, on the bulletin board in the lobby, a little painting by Lorne Shantz (see page 8), depicting an expanded clubhouse. This is similar to a plan which David Peter is working on, for long range development of the clubhouse. We hope to have something to show you before very long, and we will be asking for your comments.

By the way, any member wishing to use the clubhouse for special functions may phone me to reserve it. We normally ask for a donation of \$1 per person, for this use, which helps offset our fixed costs.

The sailing season is about to begin, with our Opening Day and Sailpast. Fair winds and snug anchorages to you all!

—Rob Denny, *Vice Commodore*

TellTales is always in need of stories, articles, photos, etc. about sailing in our area, and of interest to club members. Also, if you have newsworthy items which you think could go on the club website, please send an email to webmaster@saltspingsailing.ca

Go to
www.saltspingsailing.ca
and read the latest club news!

Junior sailing program 2003

Preparations are well underway for the 2003 season. Registration for SISC members only will be held Wednesday, May 14, at 7 pm in the clubhouse. I am in final negotiations with the Kitsilano Yacht Club for the purchase of 3 Optimists. The program will be expanded this year as previously announced.

We will be running the White Sail Bronze and Optimist courses simultaneously. This has been made possible due to the upgrading of all three of our dedicated instructors. By the opening, Andrea Bartle will have her Red level, Jessica Letour will have her Blue level and Heather Meek will have her Green level.

The courses will run for 2 week periods, Monday to Friday, 9 am to 3 pm, starting Monday, June 30th (statutory holidays included).

White Sail and Optimist courses will be held in all 4 sessions. Bronze 4 will be held during sessions starting June 30 and July 28. Courses for Bronze 5 will be held during the July 14 and Aug 11 sessions.

We would also like to run one or more adult Laser courses. I need to know who is interested, so please call me at 537-1730

Wednesday Evening Series —Opening Night Barbecue - June 4

There is no better way to spend a Wednesday evening in the summer than a short race—an hour to an hour and a half—followed by some socialising on the docks in the beautiful Salt Spring twilight. The skippers' meeting is at 1700 at the head of the dock, when the courses are set to suit the wind conditions of the evening, but the emphasis in this series is on shorter courses which help to build sail changing and boat handling skills.

After the final race of last summer, all the boats tied up to the outside of the breakwater and we had a very successful potluck barbecue on the boats and the dock. Let us celebrate the start of this year's series with a similar event. The Fleet Captain will bring the makings for the meat and chicken filled pitas which worked so well last year (as did the crabs bought off a fisherman by Tony Meek as he made a pit stop on his way round the course), so all that others need to bring is suitable accompaniments (not forgetting that essential Wednesday evening staple, Thrifty's seven layer dip!) and something to soothe parched throats.

or email me at hoogerdyk@telus.net. Depending on the response we will organise the classes, preferably in June, before the Junior classes begin. If we have enough interest from our adult members, we will be able to hold a fun regatta. All this is being done so that all members will get the maximum enjoyment from our dinghy fleet. This will also allow our power boaters to get in some sailing.

Junior membership

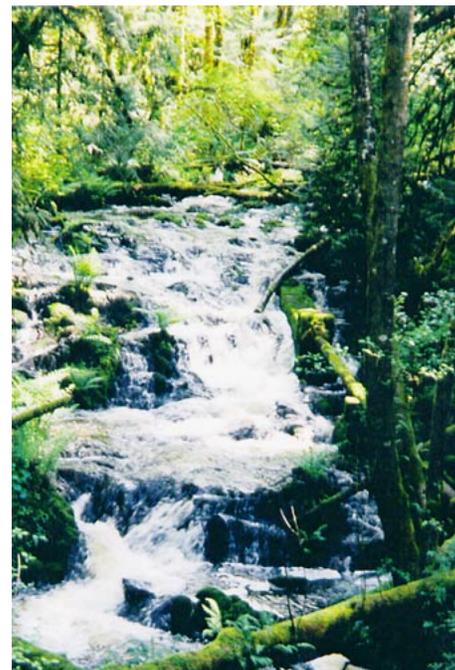
This whole program is being changed to allow younger members to participate. The Optis are part of the CYA racing program which should enhance regatta participation. I will have more on this in the coming months.

Improvements being built in the basement are a coat rack, with shelf for lunches, and cupboards for storage. This will eliminate some of the mess left upstairs in the clubhouse. The fridge downstairs will be used for Junior lunches, and a microwave will be added. Upstairs will only be used for classroom instruction. Many thanks to Bob Denny & crew!

David Wood has purchased a set of flags which will be used by both the Juniors and Regular club racers.

—Martin Hoogerdyk
Fleet Captain, Dinghy

Our tenth anniversary
LADIES' CRUISE!
Thursday, 5 June—Sunday, 8 June
Please call Irene Gibbs at 537-5184 or igibbs@saltspingsailing.com. Or come to the meeting on the 16th April.



Waterfall of Tod Creek

SHERYL ISON PHOTO

Three cruisers enjoying
the calm anchorage
in Tod Inlet,
(left to right) BLUE PETER,
MERLOT and NAIAD

Cruising 2003

The first cruise set off in dismal drizzle which lightened up in the afternoon and took on some considerable radiance for the unstoppable *GYPSY* and *NAIAD* when tied up at the Ocean Sciences dock and, glass in hand, we toasted the Protean workings of the world. The arranged program was cancelled and the trip to Tod Inlet undertaken the next day where *MERLOT* and *BLUE*



SHERYL ISON PHOTO

PETER crews joined in a dinner on the hard, in blinding sunlight, good company and Spring at its finest. Thousands of bluebells, trillium beds, a myriad of birds and a river otter adorn the inlet at this time of year. The best I've seen it!

The Princess Louisa Inlet 'little-bit-of-heaven' cruise...

leaves at various times from May 22 to May 30. Participants are posted on the clubhouse door. Latecomers are welcome, so if you missed the meeting you can join at any time. It would help if you let me know, at 653-9253, or meadow@saltspring.com. We will keep in touch on Ch. 9.

The PLI cruise will be back in time for the *Ladies' Cruise*, under the auspices of Irene Gibbs. It leaves on Thursday June 5th to Sidney Spit; Friday to Tod Inlet and Saturday to anchor at Princess Margaret Marine Park on Portland Island. Return to Home Port on Sunday.

The first 'Cruise/Race'...

is a cruisers' Round Saltspring. Cruisers leave Friday, June 20th, to anchor in Genoa Bay, then cruise to Maple Bay on Saturday, to welcome and tie up tired racers. The Maple Bay Yacht Club needs to know *how many berths* we expect to need! The alternative is anchoring so please let me know if you are 'on' for a tie-up this cruise. Please read the Yearbook for cruise instructions.

In July, a cruise to some San Juan Islands is planned. (See the Yearbook for more details), followed by the second Cruise/Race weekend, Around the Penders. Starts Friday, August 22nd, to Port Browning.

Yo ho ho —*The Cabin Boy*
(aka Neil Buchan)

... Round Saltspring from page 1

other side of the harbour. If all goes according to plan (and Wendy Vine, who is doing registration, reports that we are running level with last year) there will be about 50 boats in each start.

The **Starting Committee** will be led by Jim Ballantyne, ably assisted by Russ Crouse, Barb Todd and Cec Oliver.

This year, we leave Salt Spring to starboard. The tides are very much in our favour. There is a 10.8 ft high tide at 0455 on Saturday, dropping to a negative low of -0.3 ft at 1230, so stay out of Boulder Bay. We will be riding down Captain Passage on a strong ebb, and if the wind is from the southeast, we could find ourselves beating into a bit of a chop.

Sansum Narrows turns to flood at 1240, with a maximum at 1545 so, if the wind cooperates and the Cowichan Bay doctor shows up on schedule, we will be riding a strong flood through the Narrows. The faster boats will be fighting it coming down Trincomali Channel, and will encounter a strong flood against them in Captain Passage if they get there too early.

The tide turns in our favour again at 2045, (having peaked at 11.2 ft), but drops only 2 feet to 9.2 ft at 0110 on Sunday. Even if there is little wind, most of the fleet should get through the pass with a little help from this weak ebb. But anyone who gets stuck in Trincomali Channel will have to wait until 0530, when the tide turns again to ebb, this time with a vengeance.

As always, the **Finish Committee** will be organised by the Schmah family on board *THE SPIRIT LODGE*, with an array

of helpers to keep them awake. Please advise them on Channel 9 as you approach the line.

Sunday morning is given over to sleeping in, and dragging tired bodies not used to all that work up for coffee and donuts in the clubhouse. The main event of the day is of course the lamb barbecue, the stirring sounds of the pipe and drum band, and the prize giving. In addition to the regular trophies, which include the much sought after Marshall Sharp trophy for the top finishing boat from the Sailing Club (won last year by *VALHALLA*, one of the slower boats in the fleet), there are dozens of prizes, donated by numerous generous sponsors, awarded for achievements great and small, not all of which the perpetrators would wish to have remembered.

Whether you win or lose, sail well or disappointingly, the thing that will stay with you is that you took part. More than any other sailing race I can think of, participation is the key to getting the most out of the Round Saltspring race. Helping out is important, but try to arrange it so that you are free to take part in the race. You will be glad you did!

Scoring for the race will be Time-on-Time.

—David Wood, *Fleet Captain*, *Racing*

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 \$18,000. Please call Don or Arlene Dashwood at 537-5050.

Letter to the Editor

To Finger or not to Finger...that is the question!

In the last TellTales it was suggested that the club's highest priority is to build more moorage fingers on C-dock because, "we now have a waiting list for moorage".

I sure hope that we have a better reason than that for spending the money which such an undertaking will cost.

I venture to say that most, if not all, sailing and yacht clubs have waiting lists for moorage and they do not rush out to build more boat slips.

More moorage will bring in some more money from members' fees, but what is the trade-off? Not only is there the cost of the finger installation, plus relocation of D-dock, I presume. The clubhouse will be smaller again to hold the extra people at functions. The parking lot will not handle any more. The septic system... who knows? Are there Fire Department restrictions for people numbers in the building? How about our insurance? What other additional costs or consequences are there that I have not thought of?

Another point—when the proposed new fingers on C-dock are full, and there is the (inevitable) waiting list again, will we build more fingers? Where does it end? This project sounds like a developers mentality of, "There is a market—let's build it!"

I sincerely hope that the entire membership gets involved in the decision process on this and all other large club projects rather than just those who can make it to a meeting for a vote. This could be accomplished by a ballot box process which would ensure that every members' voice is heard. Then, if the majority of members want this kind of expansion, great—let's 'finger' our way to a better(?) future.

—Peter Nuk, MOKU PE'A

Your CBCYC advisory

The Council of BC Yacht Clubs is your voice before the various governmental authorities whose mandate it is to represent your opinions on many issues. Your representative is, by tradition, the Past Commodore. The following are the latest announcements:

Victoria Harbour - There is now a 'no discharge' policy in the Victoria Harbour. It is important to note that discharge in this case, and in the case of other Marine Park areas, refers to human waste. It is legal to discharge grey water.

Marine Parks Forever - The Society has been requested to give a presentation to the SISC Members as to their function and their mandate under the Council. This will be announced in the future.

Marine park fees - As you know, the Minister has rescinded the decision to implement the anchoring fees. This change of heart has, to a large degree, been the result of pressure from the CBCYC. This is a large step forward, but does not meet all the concerns of the SISC Members. So, the SISC sent a letter (some say all too scathing a letter) to the Council demanding that our concerns be brought forward

to the Minister. This was to have been done on 22 April. This letter is available on the SISC website.

Fuel tax - The BC Government has been considering the elimination of coloured fuel used by boaters. This would increase the gas tax from 3 cents per litre to about 17 cents per litre. This is still in abeyance but so far we have delayed any changes.

USA clearance - Although many boaters have recently received authority to the contrary, the US Customs has now suspended all telephone reporting procedures. You may still call 1-800-562-5943 to obtain advice on reporting locations where you must do so in person.

USA security - The USCG has announced that we must not approach US cruise ships, military ships, tankers, and ferries within 100 yards and must proceed at minimum speed within 500 yards.

Radio to marinas - Channel 66A will be used for communicating with marinas and will go into effect January 2004, as it is presently being used in the USA.

—Jim Ganderton
Past Commodore

RACING NEWS

New starting sequence

—practise session May 11.

Thanks to our club starter, Jim Ballantyne, to UK Sails for giving us a discount on the flags, and Tony Meek who has promised to set up the necessary poles, we are now able to use the new starting sequence. It was used, with remarkable success, for the start of the Moresby Portland Race, and will now be the standard for all our club races, including the Round Saltspring. The sequence will of course be explained at the Round Saltspring skippers' meeting, but for those who would like some advance warning of what is coming, and a chance to practise, there will be a practise session on Sunday, May 11 from 1030 to 1130 h. At 1030 we will meet at the head of the dock, when the sequence will be explained and the meaning of the flags explained. We will then run two practise starts, one at 1115 (sequence starts at 1110), and the second at 1125 (with the sequence starting at 1120). Boats should be back at the dock just after 1130, so that crews can fulfill their Mother's Day responsibilities. Also available at this session—free of charge to attendees—will be a nicely coloured crib sheet which skippers can keep on their boats for ready reference when memory fails in the heat of the starting line.

Alex Fox seminar

On April 9th, Alex Fox from UK Sails came over and gave a seminar on *Boat Speed* and *How to Get It* to a group of about twenty sailors who wanted to learn more about getting the most out of the boat and rig. And learn they did. Alex's understanding of sails and rigging is remarkable, but even more so is his ability to explain his ideas in terms which the average sailor can comprehend (although not necessarily remember!). However the thing that impressed everyone, regardless of their level of sailing skill, was the way Alex could draw with a felt pen while turned toward the audience and talking. Picasso would have been envious of his talent. And Weyerhauser must have been grateful for the number of sheets of paper he went through. But it was all in a very good cause, and everyone agreed that it was a highly enjoyable and informative evening. Before leaving, Alex presented us with several UK Sails hats in a fetching shade of pink, which we will use to reward winners of future races.

—David Wood
Fleet Captain, Racing

Great news for B.C. boaters!

11 April, 2003 - Hon. Joyce Murray, Minister of Water Land and Air Protection, announced in the Legislature today that there will be no charge for anchoring in B.C. marine parks. This is a reversal of the decision announced previously, and which the Sailing Club so strongly objected to.

Recent news flash from our website



BOB JONES PHOTO

Stuart Farson, Bob Gibson and Tim Larson working ALACRITY during the Bas Cobanli Memorial Trophy Race

Bas Cobanli Memorial Trophy Race

3 May - The race managers for this event, Roger Kibble and Stuart Farson, produced an ambitious course that required rounding of Batt Rock, Horta Shoal, Channel Islands, Deep Ridge, Enterprise Reef can buoy, Ben Mohr rock and Welbury Spar. A distance of exactly 17 miles.

Just prior to the start the wind increased and it was clear that we would all have a busy time. Even allowing for the favourable tide for the lead boats to complete the course in 3 hours, the average speed for the race would have been over 6.5 knots and that is how events transpired.

For the smaller boats the beat out to Batt Rock and, again from Horta Shoal to Deep Ridge, must have been something of an ordeal, but a sleigh ride thereafter. The two larger boats enjoyed a battle to Horta Shoal but then ALACRITY lost a great deal of time making a sail change and was unable to catch the fleeing ELECTRA. Spinnaker runs of 8 knots were enjoyed before the Ben Mohr Rock turn and again inside the harbour.

On board ALACRITY our hands were full and there was no time to see what else was going on, however NAIAD with no flying sails was able to finish only three minutes behind CHEEKY BUOY. Jon Healey had KHADINE out for his first race so it was a great initiation.

—Bob Jones, ALACRITY

Bas Cobanli Memorial Race results

Boat	Skipper	Rate	Finish	Correct	Place	Points
ELECTRA	Kibble	141	12:58:44	2:18:47	1	100
ALACRITY	Jones	138	13:01:54	2:22:48	2	80
KHADINE	Healey	355	14:24:02	2:43:27	3	60
NAIAD (NFS)	Buchan	260	13:59:57	2:46:17	4	40
CHEEKY BUOY	Brogan	241	13:57:15	2:48:58	5	20

Moresby Portland Race results

Boat	Skipper	Rate	Finish	Correct	Place	Points
ELECTRA	Kibble	141	18:55:04	8:46:09	1	100
ALACRITY	Gibson	138	19:12:12	9:05:27	2	88
CHEEKY BUOY	Brogan	241	DNF			14
DERYN MOR	Vine	231	DSQ			0
WEST WIND	Andersen	172	DNF			14
YEOMAN OF C	Hume	132	DNF			14
FANDANGO	Phil/Art	138	DNF			14

Please note new ratings for DERYN MOR and ELECTRA.

Racing schedule

Saturday, 17 May
ROUND SALTSRING 2003 RACE
 1000/1010 h starts, 42.0 NM
 This year we leave
 Salt Spring Island to starboard

Summer Series

(Two throw outs allowed)

Sunday, 1 June

CHANNEL ISLES #2 RACE

1000 h start, TL 1730,

distance 14.6 NM

Start - Batt Rock (P)

- Welbury Spar (S) -Channel Isles (P)

- Welbury Spar (P) - Batt Rock (S)

- Finish

Wednesday, 4 June

First of WEDNESDAY EVENING SERIES RACING around the buoys

1730 h start, TL TBA

See more info on page 4

Moresby Portland Race

27 April - Although the day looked promising the 7 boats which participated must have known the day would not end well. The first hint was a port/starboard incident just after the start. CHEEKY BUOY, true to her name, gave something more than a playful pat to DERYN MOR who unfortunately was on the port tack at the time.

Most skippers elected to go clockwise around the islands; however, FANDANGO and ALACRITY put their faith in an anti-clockwise passage. ELECTRA and ALACRITY passed each other at exactly the halfway mark thus showing at this stage which way around made little difference. This was not to last as the wind went very light south of Portland Island. ELECTRA was far enough over to creep up the Salt Spring shore with some help from local thermal action while the remaining clockwise group motored home. Meanwhile ALACRITY, who was enjoying a gentle spinnaker run in Swanson Channel and feeling that they were doing well, also ran out of wind off Thieves Bay. ALACRITY and ELECTRA converged painfully slowly between Channel Island and the Salt Spring shore fully aware that the tide was turning against them and the wind had gone to the northwest. ELECTRA was through the gap first and made progress up the harbour while ALACRITY battled an increasing tide. This determined the race result with ELECTRA crossing the line some 17 minutes ahead of ALACRITY. These were the only finishers and should be commended on their will to persevere.

—Bob Jones

Boat odours

by Terry Ison

This piece is not on the same elevated plane as the learned articles of Harold Brochmann. But for those who can't tell one electron from another, this piece might be easier to read. Many of us have had some experience of a boat odour, and our success in dealing with it has sometimes been less than total. I have been learning more about it recently, and have gathered the courage to write this piece by the thought there might now be someone in the club who knows less about it than I do.

Most of us have long been familiar with some basic rules; such as:

1. Do not assume that any boat builder, or any marine repair yard, did anything right when the holding tank was fitted. They generally have little knowledge of, or interest in, marine sanitation.

2. Have a plastic holding tank (not metal) at least a quarter inch thick.

3. Use only hoses that are made specifically for marine sanitation.

4. Double clamp with stainless steel clamps.

5. Test the hoses every few years for permeation.

6. Flush enough water through after each toilet use so that your deposit will go through to the holding tank, and not rest in the hose.

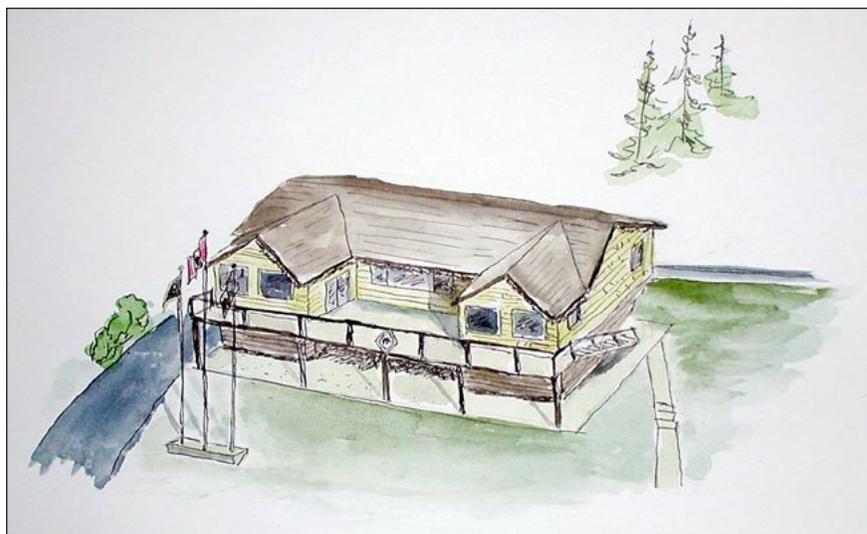
Recently, I have been reading an article by Peggie Hall (The Hall Group, Inc., Atlanta, Georgia, www.boatsafe.com), who seems to be a guru on this subject. She explains that following the above rules is not enough to save us from that foul smell of sewage. The following is a brief condensation of what she says.

Sewage contains two types of bacteria. One is aerobic bacteria. These are the good bugs. They break down the sewage, and they eliminate odour. The second type is the anaerobic bacteria. These are the bad bugs which create the odour. These two categories of bacteria compete with each other for dominance. The good bugs thrive on ventilation. The bad bugs thrive in minimal ventilation. The typical ventilation provided by a boat manufacturer is only enough to relieve the holding tank of pressure as it fills, and to allow it to empty. It is not enough to provide the ventilation for the good bugs to prevail. For this to happen, Peggie Hall recommends the following:

a) The vent hose from the holding tank should be at least $\frac{3}{4}$ " ID.

b) It should be no more than 3 feet long.

c) It should not run upwards at an angle



Artist's conception by Lorne Shantz of future clubhouse expansion. See also Rob Denny's report on page 4



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of more than 45° off the horizontal.

d) The vent hose should run off from the top of the holding tank, not the side.

e) If the above rules cannot be followed, increase the size of the vent hose to 1".

f) If the vent line must go up to the side just under the deck, install a second vent line to create ventilation through the holding tank, or some mechanical means of forcing air through the holding tank. If you install two vent lines, run one forward toward the bow, if possible, and the other through the transom.

g) Do not use the type of through-hull ventilation fitting used for water tanks and fuel tanks. That is only suitable for relieving pressure. The through-hull for the holding tank vent should be the straight open type without a screen, or anything else that would obstruct airflow.

h) Apart from good ventilation, avoid putting chemicals into the holding tank. The ones that are sold to reduce or prevent odour probably have the opposite effect. They might kill the bad bugs, but they will probably kill the good ones as well.

After meditating on this, I was not entirely convinced. I have visited other boats whose holding tank vents are small in diameter, and run vertically. Yet I have found no need to hold my nose. Also, when the lid is taken off our septic tank at home, there is no odour; yet the ventilation, if measured in proportion to the capacity of the tank, is much less than with a $\frac{1}{2}$ " hose on a boat holding tank. So I still feel mystified about whether the extensive ventilation of holding tanks recommended by Peggie Hall is necessary.

Perhaps this piece might stimulate a response from a club member with a scientific background; or perhaps better still, a member with more varied experience of marine sanitation.

My experience has been enough for me to offer, with confidence, one piece of advice. To avoid unnecessary reading, and possible anguish, identify the exact source of the odour before looking for a solution. On our boat, I found that the sanitation system was fine. The odour was coming from the bilge, and was caused by a bilge cleaner.