



SALTSPRING ISLAND SAILING CLUB

Tell Tales

VOLUME 22 • NUMBER 9 • NOVEMBER 2003



The weather held for another successful Work Party with much activity, around the clubhouse, garden and the docks

Ole Andersen (far right) in WESTWIND with crew Nick and Wim rescuing Tony Brogan's mast from the saltchuck. Read complete story on page 6



JOHN CAMERON PHOTO

AGENDA SISC ANNUAL GENERAL MEETING

November 25, 2003
1930 hrs

1. Call to Order
2. Approval minutes of GM
September 30, 2003
3. Commodore's remarks
4. Treasurer's report
 - 4.1. Preliminary results 2003
 - 4.2. Approval budget 2004
 - 4.3. Appoint accounting firm
5. Reports:
 - 5.1. Clubhouse and grounds
 - 5.2. Docks and B-Dock proposal
 - 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
 - 7.1 Special Resolution:
To amend Bylaw 13 i) ii) to add the Vice Commodore
 - 7.2 Housekeeping of fee schedule
8. Election of 2004 Board
9. Adjournment

—April Steel, *Secretary*

Don't forget the *Commodore's Banquet and Ball*

November 22nd at Meaden Hall

Enjoy an evening of great food, enjoyable conversation and smooth music from Larry Shetzer's band

*Bar opens at 1800 hours,
cost is \$22 per ticket*

Phone Susan at 653-9688 or leave a cheque in the Staff Captain's bin at the club

*Tickets must be reserved by
November 15th*

—Susan Paynter, *Staff Captain*

Dress up your boat with Christmas lights in preparation for the Christmas party on December 9th.

You are then eligible for a bottle of rum which will be presented to the winner. The Christmas party on December 9 will consist of the popular gift exchange. Bring one and receive one with swapping and much hilarity. Try to keep the cost between \$5 and \$10 and please no books. We will also have a box for the foodbank and will appreciate any donations of dry goods, staples and cans of food for those less fortunate than us. The party starts at 1830 h, bar opens and light snacks will be served. Hope to see you there.

—Susan Paynter, *Staff Captain*

NEW!

Rising tide, floating concrete

Read about how our first club floats came to be built by members themselves.

A great story, told by John Prothero, in text and numerous photos.

Go to www.saltspingsailing.ca and follow the history link!

Saturday, 8 November RACING AWARDS NIGHT

1630 h in the clubhouse

**Deadline for the next
Tell Tales is 5th December**



SALTSPRING ISLAND SAILING CLUB

31st October, 2003

Re: Annual General Meeting

The following members have been nominated by the Nominating Committee to serve on the Board of Directors of the club for the next year, 2003-2004, in the positions stated. They will be proposed at the Annual General Meeting to be held at the clubhouse on Tuesday, 25 November 2003.

<i>Commodore</i>	Russ Crouse
<i>Vice Commodore</i>	Rob Denny
<i>Rear Commodore</i>	Derek Barrio
<i>Fleet Captain, Racing</i>	David Wood
<i>Fleet Captain, Cruising</i>	Neil Buchan
<i>Fleet Captain, Dinghy</i>	Martin Hoogerdyk
<i>Staff Captain</i>	Rick MacKinnon
<i>Wharfinger</i>	Jon Healey
<i>Secretary</i>	(No Nominee to date)
<i>Treasurer</i>	J.P. Krauss

According to By-laws 11 d) and 11 e) when called for by the Chairman of the Annual General Meeting, further nominations for any of the above positions may be presented to the members for election. Nominations from the floor will only be accepted if the nominee is present at the Annual General Meeting and has a proposer and seconder.

John Farquharson (Chair), Phyllis Waltho, Barb Todd, Peter Nuk

On the docks

Whilst things have been fairly quiet on the docks recently, due no doubt to the inclement weather that brought a sudden end to summer, behind the scenes your dock committee has been busy. Requests for quotations have been sent to two respected manufacturers of floating concrete docks.

Al Kirk and Nick Hodson are working out a way of solving the unstable finger problems on 'B' dock and Hugh Greenwood is busy developing the detail drawings for the new section of breakwater and the new concrete 'B' dock. My task has been to contact the various government agencies involved in order to receive their approval to proceed with our dock improvements.

We hope to have all prices and delivery dates back from the suppliers very soon. This will give the dock committee enough time to evaluate the quotes and come up with a recommendation for acceptance by the membership at the Annual General Meeting on November 25, 2003.

—Derek Barrio, *Rear Commodore*

KEEP YOUR EYES OPEN... AND YOUR EARS!

It probably started with the disappearance of the rescue boat's outboard motor and tank back in the summer. Then the flags, both the club's large burgee and the Canadian flag from the top of the ramp, as well as some flags from members' boats. Next Dick Pattinson's fuel tank (diesel fuel!) has been disconnected and removed from *GWAIHIR*. Now a fire extinguisher has vanished from the BCFC dock. What is next? Is our security service doing its job?

—Derek Barrio, *Rear Commodore*

Commodore's report

As the holiday season approaches, I would like to pass on an invitation our club has received from the Maple Bay Yacht Club to join them for their 2003 Christmas parade of lighted ships on Sunday December 14th. Festivities begin with a potluck supper in their clubhouse at 1700 h, and the parade starts at 1830 h. Salt Spring Island members are welcome to spend the evening at Maple Bay's docks. For more information, please call the Maple Bay Yacht Club at 746-4521 or Bob Beard at 748-6659.

Your Executive has decided that a nominal increase at the bar of 50¢ per drink is required to defray the costs of cups and soft drinks. Profits from the bar, should there be any, will go towards funding future Staff Captain functions.

Please remember to keep the gate at the head of the docks closed at all times. Regretfully we have had reports of thefts from boats and extra vigilance at the gate can help to avoid further occurrences.

I look forward to seeing you all at the Commodore's Ball on November 22!

—Russ Crouse
Commodore

Wharfingering

Moves - *CUTTY SHARK* (The Hodsons) and *JACANA* (The Mongers) both have new slips.

Welcome - Watch for and welcome *PANDA*, yet another Rawson 30, owned by members Mearnie Summers and Caffyn Kelley; and *WHIM WENCH*, a Catalina 28 mark II, owned by April Steel and Gary Railer. Roses to Alex Houston, who sold his 34 footer, and will be bringing in a 13 foot runabout. This is an amazing and very commendable example of downsizing.

Winterizing is obviously in full swing. The winds will be strong this year, so be extra careful to have your halyard bungees and your tarps and covers well secured. Some of these items have already been blowing loose.

—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)

Work Party, November 1, 2003

A most successful day it turned out to be! Although there were no major construction jobs to challenge us this time, it was no mean feat to get power connected up along this year's breakwater addition. Thanks to Jim Spencer (yes, he is back in the action again) for preparing the electrical outlets and Al Kirk with all his team of assistants for installing them. Nick Hodson and crew installed the first prototype anti-wiggle device on one of B-dock's fingers. We shall see how well it works during the next wind storm.

The rest of the members present tackled a whole list of running repairs and maintenance jobs both in and around the clubhouse, grounds and docks with the usual gusto and did them well. What a sailing club we have! And what a privilege it is to be part of it.

Thanks to all,

Rob Denny and Derek Barrio



Don Baxter and Jim Sinclair chopping suckers around the maple tree



Fred Howell and Peter Lamb scraping and cleaning handrails



Mearnie Summers wielding the chainsaw with Nick Smythe (left) and Caffyn Kelley (right) assisting



Leaves and other fall debris being carted away by (left to right) Glen Willett, Terry Ison, Judy Brydon, Terry Warbey and (contemplating his next move) John Gibbs



Brian Swinburne adjusting the emergency water pump with Ed DeBoer watching (top, left); Richard Luttrell and Cam Cartwright replacing pier planks (above); Harold Brochmann's scary Halloween display (below)



Help still needed!

We have well in excess of 300 members and yet only two individuals responded to the requests which appeared in last month's TellTales. We're fortunate that we now have a Distribution of TT Coordinator in Sandi Ballantine, but we still need several volunteers for the Membership Committee.

Membership Committee - Three or four persons representing a good cross section of the club are needed to add to the Standing Membership Committee presently chaired by the Secretary. This Committee vets new member applications. Interested members should be willing to contact proposing members to gather information about the Applicant and from this information determine if an interview is warranted, conduct a comprehensive semi-formal interview, be knowledgeable about all aspects of the club, and make appropriate recommendations to the Board of Directors.

Interested Members should contact April Steel at 537-4207.

Annual dues and moorage

Payments were due November 1st. Payments now outstanding are overdue and could be subject to the 10% late payment penalty.

A gift of thanks

Member Glynnis Horel was so pleased with the results of the off-duty time spent by Instructor Jessica Letour acquainting her niece and nephew with the merits of sailing lessons, she has made a generous monetary donation to the Junior Sailing Program. Because of (now Member) Jessica's efforts on behalf of the Sailing School, we can look forward to two new trainees next summer! Just more proof of the worthiness and popularity of this program. Thank you Glynnis and Jessica for your contributions.

—April Steel, *Secretary*

Always wanted to be editor...

of a prestigious publication? The club needs a new editor for the Yearbook. Training provided! If you are interested, please get in touch with Nigel Denyer at 537-9166.

For sale/wanted

Near new 7.5 kg Bruce anchor with 10' chain, \$200. 40' chain, offers. **Wanted:** small quantity of Cetol. If you have any left over from the summer, I'm willing to pay. Do you have a Furuno GPS GP30? I'd like to borrow the manual. Please call Ping, 537-1358.

The *caruising* season gives way to the *carousing* season, but...

it's time to cast the little grey cells powerfully forward past the Commodore's Banquet, past the delight of the December 22nd solstice, when the days again lengthen toward spring, bypass the 25th furure, go beyond the Sailpast and the whispering promise that the god of rain, grey and fog will never do this to us again. (Some hope!) Cast out to our next, however brief seeming, summer. Ahhhhh, isn't that better?

We should take advantage of the marvellous place we live in. To walk, run, sail or motor out. 'Boot camp for heaven' it has been called, and who are we to quibble with that! So let's go cruising.

This year we went on member-planned and directed cruises. Sometimes we hit all planned stops, sometimes not, but they were all seriously organised by collective whim. All our plans, written in sand, were swept away as fancy dictated. We were at play.

The cruise captain is beholden to those who planned and shared the ventures in 2003. It is the intention of club cruises to do what members want and go where members wish, whether for a short or long duration. Even old close favourites take on fresh aspects when accompanied by Hugh's insight. The rocky beach will never look the same to us. And, yes Harold, we are stocking up on marsh-mallows... and balloons. Bob and Nigel... short jaunts *are* just as jaunty as long.

There are places known well to individuals which are not known to others. What are your favourite haunts? Take us with you! We're basically friendly and harmless!

For 2004 **plan a cruise** for our members and either lead us or pass an itinerary to me. A month, a week or a day. I'll do leg work, hand the sail, heave the line, kick the computer.

There are places known well to individuals which are not known to others of us. Little pockets of interest, beauty, natural and human history or safe haven which can be shown and shared.

We are wanting to cruise,
willing to cruise,
waiting to cruise,
only needing to know where
and when to cruise.

If you have been around our islands and coast please let the club tap into your experience. We can start in April or at your convenience... think of it as a gift to our cruisers.

Think of it as giving more than your obligatory 20 hours to our club. Think of it as prestigious benevolence, as a mariner's challenge, as a teaching experience. Think of it as democracy at work. Shoes for industry. A small float for our boats but a great cruise for clubkind.

In the famous words of Eliza Doolittle, "Don't talk of bays gentle and safe. Don't talk of anchorage, Show me. Don't talk of charts showing the way, don't talk at all, Show Me...."

Soon please! Planning is started.

Email meadow@saltspring.com or phone/fax 653-9253 but remember I'm pretty deaf, so if you want to get things straight, email or a note is best.

—The cabin boy (a.k.a. Neil Buchan,
Fleet Captain, Cruising)

An interesting website

Some of the cruisers may remember my niece Terese Ayre who sailed with me on a number of club cruises over the past years. Well, she didn't sail with me during 2003 because in June she joined a tall ship out of Lunenburg for a world cruise under sail. How about that for adventure?

Go to <http://www.picton-castle.com/> for a very interesting website about this ship and her journey. Click on 'join us' just below the picture of the *PICTON CASTLE*. The logs are fascinating; not only is it fun to follow the progress of Terese but also the descriptions of their ports of call make for good reading on a dreary winter day. So far, the ship has called at Pitcairn Island, Palmerston Atoll, Tonga, and is now in Suva.

—Tony Burrige, *TINKER*

Junior sailor honoured

At the September General Meeting, Hugh Greenwood made a proposal as follows: 'Whereas Heather Meek distinguished herself and brought credit to the Saltspring Island Sailing Club by being selected to the National Sailing Programme, I move that: The Club, by action of the Board of Directors, find an appropriate way to show our appreciation either by a monetary grant, an award, a plaque, or a letter of recognition, or a combination of the above. The recognition is to be complete and presented within the calendar year 2003.' The motion was seconded by John Myers and carried unanimously.

We hope to soon bring you a photo of Heather receiving this recognition of her fine sailing abilities.

—Ed.

RACING NEWS

Nominated Awards.

There are two awards which depend upon nomination by the membership: the Peter Drage award for the Most Enthusiastic Racer, and the award for the Most Improved Sailor.

The Peter Drage Award was donated by Peter's family following his untimely death two and a half years ago. It is given to the racer considered by the club members to have been the most enthusiastic over the previous year. It is an award that Peter himself would win hands down every year if he were still here. In his absence we have to select someone who has followed in his enthusiastic footsteps. Any club member who has raced during the year, including Junior members, is eligible for the Award. Nominations may be made by any member, either by dropping a note into the Fleet Captain Racing slot at the club, or by email to wood@saltspring.com. In the event that more than one member is nominated, it is up to the Race Committee to make the difficult decision.

As a past winner of the award for Most Improved Sailor, I can attest that it is something of a double-edged sword. It is flattering to receive an award, particularly one that depends on the votes of your peers. But at the same time, you cannot help but ask yourself "Just how bad must I have been at the beginning of the year?" The point to concentrate on, I have found, is not how bad you were, but how much better you are now. And that of course should be what members ruminate upon as they consider who they will vote for. Remember, this award is open not only to skippers but crew members too, and of course Junior members. Nominations should go, as before, into the FCR slot or by email to wood@saltspring.com .

Get your votes in now.

Which brings us to

Awards Night...

the night when the dreaded Broken Tiller award is passed from one perpetrator of unmentionable acts upon the high seas to another, until either the beer or the gift of the gab runs out, there are no worse offenders to pass the thing on to, and you are stuck with having your name engraved on it for all to see. As the current holder of the Broken Tiller, I can assure potential winners that one certain way to increase your chances of getting it is not to show up on Awards night. Last year, I was unable to attend and left it

up to Kevin Vine to defend my honour, even providing him with copious notes to assist in my defence. I hate to impugn the honour of a fellow-member, but frankly he dropped the ball completely, and I won the thing at a walk. So my suggestion to those of us who have an incident or two from the past season we would rather forget about, is to consult your spin doctor and then show up to deliver the sanitised version of events. While you may want to forget about such events, you can be sure that your fellow sailors are only too happy to remember them, even to embellish them in the retelling.

Where and when do you defend your honour? In the clubhouse, Saturday, November 8, 2003 at 1600 hours, which time will, we hope, coincide with the finish of the Jack Langdon race, which is being re-sailed at 1000 hours that same day. (It was not completed due to lack of wind on October 19.) Bring liquid refreshments and snacks to supplement those which will be provided. We will of course hand out the other awards as well, but none so eagerly anticipated as the Broken Tiller.

Bob Jones

You will see that Bob's name as well as the Fleet Captain's is appended to the end of this report. It is a very small recognition of the remarkable work he has done to support the racing program over the past year. When I agreed to act as FCR, I did so only because I had been able to extract an assurance from Bob that he would help me out by doing all the hard work.

Montague Harbour (revised)

These results are revised to acknowledge the short course with t/d as scoring.

Boat	Skipper	RTG	Finish	Corrected	Points
FINAL DASH	Wood	104	12:53:15	2:42:09	100
FANDANGO	Phil/Art	138	13:42:04	3:27:21	89
ALACRITY	Jones	138	13:43:00	3:28:17	78
CHEEKY BUOY	Brogan	241	14:08:00	3:42:18	67
MINKE	Meek	252	14:14:00	3:47:07	56
DERYN MOR	Vine	231	DNF		11
ALMUCANTAR	Greenwood	176	DNF		11
SAORSA	McEwen	180	DNF		11
WESTWIND	Andersen	172	DNF		11

Channel Islands #3

Boat	Skipper	RTG	Finish	Corrected	Points
FINAL DASH	Wood	104	12:04:14	2:09:25	100
ALACRITY	Jones	150	12:14:50	2:10:50	83
SOUL DANCER	Simpson	156	12:16:23	2:11:09	67
DERYN MOR	Vine	231	*	*	67
WESTWIND	Andersen	172	*	*	50
CHEEKY BUOY	Brogan	241	DNF		17

* See text on page 6

Racing schedule

Saturday, 8 November

SEASON'S END RACE

Re-run of

JACK LANGDON TROPHY RACE

1000 h start, TL none,
distance 13.0 NM

Start - Batt Rock (P)

- Ben Mohr (P) - Batt Rock (S)

- Finish

Saturday, 8 November

RACING AWARDS NIGHT

1630 h in the clubhouse

And do the hard work is exactly what he has done, in particular working out the race results, often before the last boat has crossed the finish line, writing up the race reports that have appeared on the club web site and in TellTales, and generally keeping track of the points totals through the season, in several different scoring systems so that we could evaluate them to see if there was any difference. I am hugely relieved to report that Bob has agreed to continue to do all the work next year as well, so you can look forward to another year of timely, accurate and interesting race reports. My heartfelt thanks, Bob; I know that I speak for all the racers in this.

—David Wood, *Fleet Captain, Racing*
and Bob Jones, *ALACRITY*

Channel Islands #3

Your scribe, having been off island for a couple of weeks, has some catching up to do. David has already done a fine job of reporting in TellTales the Montague Harbour and Single-handed Race.

The lack of wind in the previous two races was more than compensated for in this race. The quite gentle conditions at the start line were clearly a myth as the low scudding clouds and the swell from the bay clearly indicated. Six boats crossed the line and within 15 minutes at least two had tested the water tightness of their hull/deck joints.

Very squally winds, mainly from the southeast, but with big shifts at times, made for heavy going until well clear of Second Sister where the wind steadied a little. *FINAL DASH* was first around the Deep Ridge buoy followed by *ALACRITY* and then *SOUL DANCER* who had plowed to windward in a steady and impressive form.

There was a long gap between the first three boats and *DERYN MOR*, *WESTWIND* and *CHEEKY BUOY*. This gap became a lot longer when *CHEEKY BUOY*, having rounded the Deep Ridge Buoy, had the frightening experience of seeing his mast break and go over the side. Tony later explained that, as he was easing out the backstay, he let go of the line to hang on in a roll. The line quickly ran out coming to a hard stop from the knot in the end. This put the extra stress on the mast. By good fortune Tony was not hit by the mast and being one of the few who carries the correct gear on board was able to cut away the rigging. It was equally fortunate that Kevin Vine on *DERYN MOR* looked back and saw the dismasted *CHEEKY BUOY*. Both *WESTWIND* and *DERYN MOR* went to *CHEEKY BUOY*'s aid, *WESTWIND* getting mast, rigging and sails on board and *DERYN MOR* taking *CHEEKY BUOY* in tow. The tow itself became quite an adventure, Kevin tells me, since with *CHEEKY BUOY* in tow *DERYN MOR* was still making six knots. Tony said that he had never been that fast. Coast Guard had been alerted as the rescue was being performed and they escorted the three-boat fleet home. Near the club, *CHEEKY BUOY* was cast off to go to her berth under power and *DERYN MOR* got back to racing and crossed the line with spinnaker flying.

This adventure played out while the lead boats were rushing home on a beam reach playing sails to avoid broaching. *FINAL DASH* did attempt to plane with his spinnaker hoisted and I am told that 12.2 knots heading for Welbury Bay was lots of fun until one looked at the VMG towards the finish line. It was not until



JOHN CAMERON PHOTO

Tony Brogan in *CHEEKY BUOY* during the tow home

WESTWIND returned to the dock under power with a cluttered deck that the lead boats became aware of the serious situation on the course. It is self-evident that the three boats involved all displayed excellent seamanship, in particular Tony Brogan who's competent action in trying circumstances quickly reduced a serious situation to a manageable scale. Well done indeed!

David, in considering how to score *DERYN MOR* and *WESTWIND* has considered both boats at where they were at the time of the accident, considered this as the finishing position, and then moved both boats up one position without taking away the score for the leading boats. *DERYN MOR* is equal third with *SOUL DANCER* and *WESTWIND* moves to fourth.

Jack Langdon Trophy Race

For all the many sailors who wished to participate in this race last Saturday but had other pressing matters to attend to, **you have a second chance!**

At race time the wind did not look promising. We elected to run the race with a time limit of 1500 h. If not completed then the race would be re-run, for points, on Saturday, 8th November prior to the Awards Night.

By now you will know where this report is leading.

The light winds made something of a nonsense of the reverse handicap start but a useful puff from the south allowed *FANDANGO* to develop a commanding

lead. The wind died and we all wallowed somewhere between Second Sister and Batt Rock for an hour or so. *AFTERNOON DELIGHT* went almost to Nose Point looking for the wind preceding the fog bank and was rewarded with second around Batt Rock after *FANDANGO*. Both boats were lost in the fog to the rest of the fleet. A patchy wind filled in about 1300 h but it was clear that the time limit could not be made. *FANDANGO*, *AFTERNOON DELIGHT*, *ALACRITY* and *SAORSA* made it round Ben Mohr in that order and enjoyed a pleasant autumn sail. Some pretence of racing was exhibited by *FANDANGO* and *ALACRITY* who flew spinnakers but they died before Batt Rock on the homeward leg. Only *FANDANGO* made it round this mark.

So, let's do it all again on Saturday, 8th November prior to the Awards Night get-together. We had six boats out on Sunday; it would be a grand finish if that number could be doubled on the 8th!

One last point. As racers we have to select the most improved sailor of the year. A ballot was held on the dock on Sunday but this was hardly representative of the racing membership.

Please send your vote to David at wood@saltspring.com ASAP. David reminds us that the person you vote for does not have to be a skipper.

—Bob Jones
ALACRITY