



SALTSPRING ISLAND SAILING CLUB

TellTales

VOLUME 22 • NUMBER 8 • OCTOBER 2003

Fall clean-up and Work Party

Saturday, 1st November, 0830–1630 hours

**Come help make the club ready for winter
—around the clubhouse and grounds, and on the docks!**

We'll have coffee and goodies mid-morning, a great lunch at noon,
and free beer for those who stay till the end of the day!



First of the Fall foggy days finally arrived last week

On the docks

Since the beginning of September we have been working on a new layout for B-dock which would solve the endless maintenance problems plaguing that portion of our docks, utilise our water lease to the greatest advantage and also give us a safer place to tie up our boats.

After many hours of pushing little model docks and fingers around on a big drawing of our present docks in the company of Al Kirk, Hugh Greenwood, Brian Swinburne, Philip Grange and Nick Hodson, and as many members with B-dock moorings as could be mustered, we came up with the layout presented at the September 30th General Meeting. About 50 or so members were in attendance at the meeting to approve it for installation and completion by approx. mid-February, 2004. For those of you who were unable to attend the meeting, the plan consists

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Cruising 2003

Through the season a varied selection of seventeen boats took part in club cruises. Usually there were three or four boats, sometimes more, in a flotilla. Some followed the whole cruise, others left to continue on their own way to other destinations and some missed us altogether when we unforgivably went to none of the listed destinations, making our cruise up as we went to favourite spots. An independent, salty crew whether under sail or power!

The weather was most co-operative with sometimes too much sun—how was that possible? (If you have red hair you know.) Wind was usually plentiful, sufficient, or just enough, giving us an unusual sail of six-plus knots up the reaches to Princess Louisa Inlet.

The Heinz variety of experience ranged from the trillium fields at Tod

Continued on page 2

Social scene

On September 28, about 65 people crammed into the clubhouse for the annual salmon Bar-B-Q. The 'J-team' of Jennifer, Jenny, Joan and Jackie helped serve the hungry boaters sockeye salmon which had been cooked to perfection by Mike and Harold using Flo's secret sauce. A successful way to end the boating season. Thanks to everyone who came and helped.

The next event was to have been a flare burn-off, but I have been informed that this is no longer possible, so keep your eyes on the posting on the clubhouse door to find out our agenda for the October social.



Tickets are now available for the
Commodore's Banquet
on November 22nd.

Keep your calendar free for this
gala dinner and fun event.

Contact Susan Paynter
at 653-9688 for tickets.



Saturday, 8 November

RACING AWARDS NIGHT

1630 h in the clubhouse

Racing schedule

Sunday, 12 October

CHANNEL ISLES #3 RACE

1000 h start, TL 1600,

distance 11.5 NM

Start - Channel Isles (P)

- Deep Ridge Buoy (P) - Finish

Sunday, 26 October

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

SEASON'S END RACE

1000 h start, TL TBA,

distance TBA

Not part of Fall series

TBA by Race Committee

**Deadline for the next
TellTales is 31st October**

Inlet; canyon-like walls of mountain rising from the water, hung with mist and waterfalls in Princess Louisa Inlet; a walk of interest, humour and information at Wallace Island, provided especially for us voluntarily by park custodian Ellen den Holder; the yearly pilgrimages to Maple Bay and Pender Island with keen club racers; to anchoring with the huge twinkling dome of Science World flashing its strobelights through our ports, followed by the surprise of leaving the entertaining busyness of Vancouver Harbour and the BigMac hulk, to discover the wilds of Indian Arm; the marvellous short trips around our local islands with friends who know the islands' secrets of where and what to look for, even to the history of the rocks we walked on, the flowers we saw, the wildlife, the crabs they caught/ we ate. And the stars—oh my—the stars, crowding on forever... .

In Green Bay, patience paid off. No one 'lost it' when boats slyly cosied up without permission, anchors tangled and half a logging camp came up with the hook.

Impromptu stops along the cruise routes livened long hauls. Ice cream was devoured.

The company on all these cruises was convivial, entertaining, knowledgeable, patient and helpful and always the food /drink somehow lasted the whole of each cruise. Just.

So thanks, to those who advised, planned, revised and put up with our inexperience, who made the cruises interesting, amusing and personal, who took us to places visually stunning, brain teasing and spiritually fulfilling.

This was one of those never-to-be-forgotten summers for Dorothy and me. We hope it was satisfactory for the other sixteen boatloads of sailors, including Nathan, the youngest voyager, who now knows the real names for his toes.

The 'wrap-up' Salmon BBQ was a 'sold out' affair! Thanks to Susan Paynter and her marvelously efficient patient volunteer crew who put it all together, cooked it, dished it up, and took it all apart. With panache.

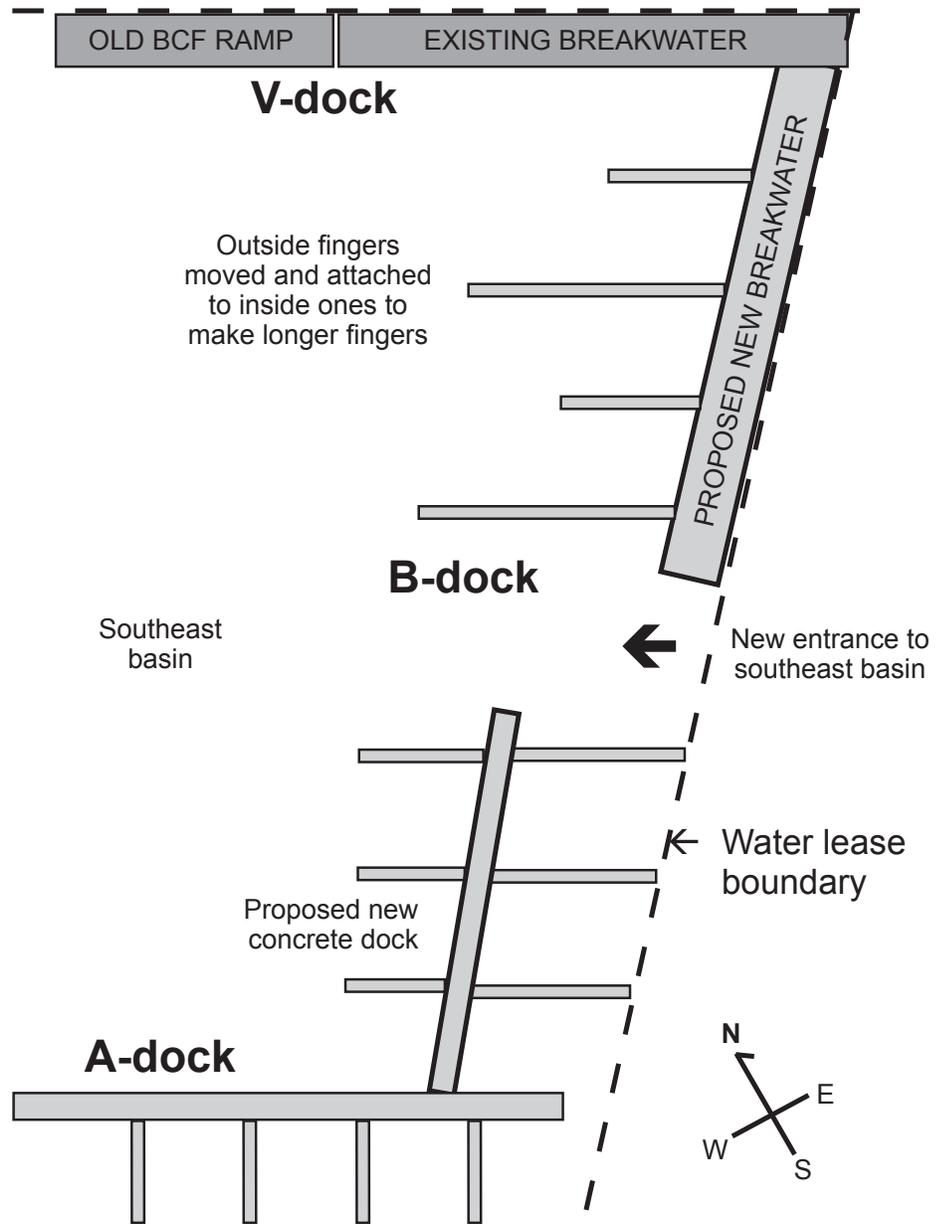
A great evening to conclude a wonderful summer.

We are negotiating a 'Flare Night' to legally/safely dispose of outdated pyros. Check your safety kit and watch for details on the clubhouse door and message boards.

Now—for winter cruises—how about ? If you have any ideas please call us. 653-9253.

—Neil Buchan
Fleet Captain Cruising

Proposed new southeast breakwater and concrete dock upgrading



On the docks, from page 1

of a new concrete breakwater extending 155' from the present one along the south-east water lease boundary with 4 mooring fingers on the inside in line with the prevailing winds. Also a new shorter concrete dock repositioned off A-dock to take advantage of unused water lease space and to accommodate 6 of the larger boats in the club on the outside

and another 6 on the inside. The new arrangement is the most cost-efficient way of protecting our docks and boats from wave/wash damage and the ravages of winter storms.

Thank you all for supporting this project. I think it will serve the club well for a long time to come.

—Derek Barrio, Rear Commodore

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

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RACING NEWS

Night Race

September 20 - Club legend tells that the Night Race was initiated by Charles Sutcliffe as a test of night navigation skills in the days when sextants and slide rules were the order of the day. Racers were encouraged to feel their way at night around Trincomali Channel without the use of instruments, to test the sternness of the stuff of which they were made.

This year's Race Committee made the decision to update the rules to the electronic age, while preserving what we saw as the intent, of testing night navigation skills given the normal instruments one would expect to find on a sailboat of the day, which is to say, in this day, a GPS as a minimum. So electronic navigational aids were permitted in the rules we planned to sail under.

The race had been postponed from mid-August in the hope that we would find more night wind in September, but it was not to be. The day was as fine a one as could be wished for, for everything but sailing, and as the crews gathered at the head of the dock for the skippers' meeting, it was clear that we should decide on a shorter course than the standard Welbury/Batt Rock and home, because it was going to be needed.

As darkness fell, the light wind that had been helping the six boats to manoeuvre on the start line faded away. Fortunately the tide was ebbing, and we were able to move down the harbour, more or less together, at a steady half knot. It was a situation calling for desperate measures,



Lasers all put away for Winter. Do boats talk to each other when no one's around?

which in *MINKE's* case involved hoisting something, vaguely sail-shaped, made out of construction paper held together with vapour barrier tape. You saw it here first! The jury is still out (and may be for some time) on whether this device actually added any speed to *MINKE's* progress, but it was very effective in distracting most of us from the more serious business at hand. We were lured over to the Salt Spring shore to get a closer look, allowing *ALACRITY* and *CHEEKY BUOY* on the other side of the harbour to find faint movements of air which were denied to the rest of us. Soon all we could see was their stern lights as they passed Second Sister light.

Before long, *CHEEKY BUOY* had once again asserted his light air skills and pulled gradually away from *ALACRITY*. Even so, his progress was not exactly rapid, and it took him three hours to reach Wel-

bury Spar, followed a little while later by *ALACRITY*, then *MINKE*, *FINAL DASH* and *WESTWIND*.

Montague Harbour Race

September 21 - The plan was to hold the Night Race on Saturday, the Montague Race on the Sunday, and to insert between them a modicum of sleep followed by a splendid breakfast. The breakfast (blueberry pancakes, sausages, bacon, croissants and jam) was indeed delicious, thanks to the efforts of Dorothy Finnigan and Nancy Wood. But the racing on either side of it was a disappointment, at least from the point of view of wind. Sunday itself could scarcely have been more spectacular, but sadly lacking in wind. The start was delayed until 1030 hours to allow for proper digestion and to give the wind a chance to do the decent thing. It failed to take advantage of the opportunity, so the start of the race saw the familiar sight of first one boat getting ahead, sailing into a hole and waiting while the rest of the fleet caught up or sailed around them, then watching itself while the process was repeated.

Eventually a little breeze settled in just beyond Second Sister, easy to see but hard to reach. A careful analysis of the progress of other boats allowed *FINAL DASH* to sneak along the edge of Boulder Bay into the corner of the breeze, and once there, to escape from the becalmed fleet, followed not far behind by *FANDANGO* and *DERYN MOR*. The little breeze carried us through Captain Passage out into Trincomali, where it lightened and lightened as we approached the entrance to Montague Harbour. Once inside, it disappeared completely and the process of waiting while the fleet closed in was repeated.

The course was shortened to the power lines at the north entrance to Montague,

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Night Race

Boat name	Skipper	Handicap	Finish	T on D	Place	Points
<i>CHEEKY BUOY</i>	Brogan	241	10:43:30	2:33:28	1	100
<i>ALACRITY</i>	Jones	138	10:58:00	2:52:15	2	83
<i>MINKE</i>	Meek	252	11:10:30	3:00:00	3	67
<i>FINAL DASH</i>	Wood	104	11:11:00	3:06:40	4	50
<i>WESTWIND</i>	Andersen	172	11:25:00	3:17:50	5	36
<i>DERYN MOR</i>	Vine	231	DNF		6	17

Montague Harbour Race

Boat name	Skipper	Handicap	Finish	T on D	Place	Points
<i>FINAL DASH</i>	Wood	104	12:23:15	3:00:28	1	100
<i>CHEEKY BUOY</i>	Brogan	241	14:38:00	3:31:50	2	89
<i>MINKE</i>	Meek	252	14:44:00	3:33:51	3	78
<i>FANDANGO</i>	Phillip/Art	138	14:12:04	3:39:21	4	65
<i>ALACRITY</i>	Jones	138	14:13:00	3:40:16	5	55
<i>DERYN MOR</i>	Vine	231	DNF		6	11
<i>ALMUCANTAR</i>	Greenwood	176	DNF		7	11
<i>WESTWIND</i>	Andersen	172	DNF		8	11
<i>SAORSA</i>	McEwen	175	DNF		9	11

Wharfingering

Greetings and Farewells

We have said "Farewell" to *GITAN II* (Colin and Heather Lawler), *STEEL AWEIGH* (April Steel and Gary Railer), *BRAS D'OR* (Alex Houston) and *DANA ERIN* (Nohemi and Richard Mills). And Oh, how your wharfingering sighed to say farewell to that comely lass.

Greetings...

to *AFTERNOON DELIGHT* (Arlene and Don Dashwood) and to *WESTWIND* (Ole and Nancy Andersen).

Moves

Perhaps we should be called 'SlipSpring Island Sailing Club!' These vessels are in new berths: *CLASSY LADY* (Cathie and John Wellingham), *ALTAIR* (Andrea Collins), *SILVER DOLPHIN* (Janet and Alan Davidson), *NO NAME* (Joanne and Stephen Pal), *ORION* (Joan and Rick Gil-land) and *RAFIKI* (Margaret and Edward deBoer).

Renamed

DRAFTY ACHERS has been renamed *JEEKERS* by her new parents, Colleen and Nicholas Sladen-Dew.

Summer visitors and wharfingering

Nearly 350 visiting vessels, *not* including those who came for the Round Saltspring Race, enjoyed our hospitality this summer.

Those who did duty this summer as *Duty Wharfingers* no longer can forsake domestic duties, and are to be thanked for their good work. The winner this year for the most hours served was George Manners, the runner up was Bruce Brydon. Well done all!

Electricity

Hopefully the revised invoice form you will get this month will help us all avoid the misunderstandings and confusion re electrical consumption we had last year. Please read your invoice carefully. Note that you pay for *peak* consumption, and that you pay *in advance*. Your money will be due before the next TellTales is out. Read Regulation 6.10! Your money or your cherished vessel will freeze!

Winter gales

Ere the winter storms begin, let's look at replacing those worn-out fenders and mooring lines.

And could we avoid those slapping hal-yards? (see Reg. 5.6) Your wharfingers do not really wish to go clambering about your boat. In many cases halyards can be lead *outside* the mains'l cover, and then pulled well away from the mast. A slapping halyard can cause serious wear to your anodised mast and to the halyard itself, as well as to our sensitive neighbours' ears.

Enjoy this lovely Fall, in and on your boat.

—Tony Booker, *Wharfinger*

Help wanted

Distribution of TellTales

One Wednesday per month (September through June) coordinate the mailing of the TellTales. A committee is in place to assist with folding, labelling and stuffing at the clubhouse. The final step requires the filling out of the bulk mailing form and delivery of the TT to either the post office or GVM with payment. An advance will be provided for postage to avoid out of pocket expense.

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. The Committee vets applications for membership. 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 Sailing Club, and make appropriate recommendations to the Board of Directors.

Interested members should contact me at 537-4207.

—April Steel, *Secretary*



Racing, from page 3

but with the tide against us even that was a hard point to reach.

Single-handed Race

September 28 - Light air skills were again in demand for the single-handed race. *CHEEKY BUOY* sailed a very well-judged race, and not only won the race on handicap, but also took line honours—no mean achievement in a boat 15 feet shorter than many others on the course.

Although it was not apparent at the start, such wind as there was extended in a narrow strip along the Prevost shore, across Captain Passage and over to Scott Point. As the morning progressed, this little band of wind gradually expanded to cover perhaps one half of the space between Prevost and Salt Spring. It never quite reached as far as Batt Rock, which was our first mark, but those boats—in truth that one boat, *CHEEKY BUOY*, who was wise enough to choose the left side of the course had a clear advantage over those, the rest of us, who thought that salvation lay on the Salt Spring side. To make matters more difficult, the tide was

running at about 2 knots out of Captain Passage, making rounding Batt Rock a real challenge. However good luck and perseverance paid off, and *CHEEKY BUOY* and, some while later, *FINAL DASH* were able to leave it astern and head toward U62 off Glenthorne Passage, still fighting the ebb but with an increasing breeze to help us as we approached Prevost.

The course was shortened to Welbury Spar, but both *CHEEKY BUOY* and *FINAL DASH* made it back to Batt Rock (before the next boat had been able to round!) and started back for home, although it was plain to see that there was absolutely no wind in the harbour, and very little chance of finishing the race within the 5 hour time limit. Meanwhile, Ole Andersen on *WESTWIND*, in an astonishing display of not-giving-upness, kept struggling to round Batt Rock, which he eventually did, found the wind farther out, and finally made it to Welbury Spar, to finish a very well-earned third.

CHEEKY BUOY was equally reluctant to give up, and kept sailing, eventually finishing the full course in 5 hours 48 minutes. However, because this was beyond the time limit, short course times

were used to determine the scorings. *ALMUCANTAR* and *DERYN MOR* both decided they'd had enough of watching Batt Rock maintain its distance, and turned for home around lunchtime, recording DNFs.

Club Racing Rules updates

Some discussions over the summer have encouraged us to better define some of the club's racing rules. These will be included in the Yearbook for next year, but can be summed up as follows:

1. A race can only take place when two or more boats are present at the start.
2. If no boat finishes a race within the time limit (or the short course, if there is one), the race is considered to be not completed. The rules already state that if a race is not completed, it may be re-sailed at the race committee's discretion but generally on the next available Sunday. If it is re-sailed, the trophy for the race will be awarded to the winner, but no points will be awarded.
3. A race for which no points are awarded may not be used as a throwout in calculating points counting towards a series or the Total Points trophy.

—David Wood, *Fleet Captain Racing*