



SALTSPRING ISLAND SAILING CLUB

# TellTales

VOLUME 22 • NUMBER 7 • SEPTEMBER 2003

## WELCOME TO THE ANNUAL SALMON BARBECUE

Now that the summer cruising season is almost over it's time to celebrate the status of being without guests and tourists and come to our annual salmon bar-b-q. Last year we pre-sold tickets and it proved a great success so now is the time to get your money in to the Staff Captain's box at the club and reserve your seat.

Only **80 tickets are available for this social**  
so don't wait till the last minute!

The date for this event is **Sunday, September 28**, and  
tickets for a salmon dinner are \$8, for vegie or hamburger \$6.  
The bar-b-q **starts at 1700 h** with drinks available at our bar.

This gives you lots of time to tell tales from summer adventures and get re-acquainted with fellow boaters. Get your money in today, deadline for ticket sales is September 24.

—Susan Paynter, *Staff Captain*



## Taking time out this summer...

and heading for the waters off the club marina, John Cameron shot a number of great photos of Juniors sailing Lasers and Optis (and miscellaneous flotsam and jetsam). All of these can be seen in high resolution at [www.newbasics.net/summersail/](http://www.newbasics.net/summersail/) but a number of them are placed here throughout TellTales. From all accounts, the program exceeded all expectations.

### AGENDA

#### SISC

#### GENERAL MEETING

September 30, 2003, 1930 hrs

1. Call to Order
2. Minutes of GM, May 27, 2003
3. Commodore's Remarks
4. Treasurer's Report
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
  - Adjust Late Payment Penalty
8. Adjournment

—April Steel, *Secretary*

## Racing schedule

Saturday, 20 September  
**NIGHT RACE**

2100 h start, TL 0030,  
distance 6.8 NM  
Start - Welbury Spar (S)  
Batt Rock (S) - Finish

Sunday, 21 September  
**MONTAGUE HARBOUR RACE**

1100 h start, TL 1700,  
distance 14.4 NM  
Start - Julia, Parker, Sphinx  
Islands (P) - Finish

Sunday, 28 September

#### **SINGLE-HANDED RACE**

1000 h start, TL 1500,  
distance 9.5 NM  
Start - Batt Rock (P)  
- U62 (P) - Welbury Spar (P)  
- Batt Rock (S) - Finish

### Check the club website

[www.saltspingsailing.ca](http://www.saltspingsailing.ca)

often for last minute  
announcements and updates.

And if you'd like to receive  
**TellTales electronically**

send a message to  
[webmaster@saltspingsailing.ca](mailto:webmaster@saltspingsailing.ca)

**Deadline for the next  
TellTales is 3rd October**

## Commodore's report

With the summer season almost behind us, I hope everyone has enjoyed time on the water and it was without incident. *SENTIMENTAL JOURNEY* had a disagreement with one of our visiting boats and is having a face lift as a result but should be returning to the docks soon fit for duty.

Although officially the Board was on recess, all have been very busy. Derek raised the subject of major repairs to B-dock at the May General Meeting. A recommendation and the financial ramifications will be presented at the September 30th General Meeting for your input and approval.

The Membership Committee conducted seven interviews since June and all seven memberships were approved at the September Board meeting.

The enhanced Summer Sailing School was a huge success providing positive feedback from parents, students and instructors. Martin is already planning further improvements for next year. Each season, we look at different ways to minimise the effect of the extra pressures placed on the clubhouse by the summer's programs. One suggestion which could be helpful is to have a designated student responsible for the summer housekeeping. This would both create summer student employment and reduce Rob's added load.

David tells me the racers have had a good season and Neil is away with the cruisers as I write. Susan is well into the planning of the ever popular Salmon BBQ being held September 28th, and J-P is in the early stages of the 2003/2004 budget preparation.

At the May General Meeting, a report from the Bylaw Committee was floated for comment and subsequently presented to the Board at the June meeting. The majority of the Board does not support the recommendations contained in the report as such, so you can anticipate our recommendation to take no further action.

Tony and April have identified several areas in the administration of the club which need attention. Several forms and procedures will be changed and/or clarified to reflect how we actually conduct our business.

Looking forward to seeing you all at the Salmon BBQ.

—Russ Crouse  
*Commodore*

## Secretary's notes

Fulvio Limongelli and Margaret Barrard have moved to Gabriola Island and will continue with us as Associate members.

Former member and a Past Commodore, Cecil Oliver is rejoining as an Associate.

Trevor and Chental Wilson have changed their membership from Associate to Regular. They have been very active in the Junior Sailing Program.

Judy Henderson and Ron Hardie are joining as Associates in anticipation of full retirement on Salt Spring. They enjoyed crewing with the racers over the summer.

Mearnie Summers and Caffy Kelley have taken Regular membership. Mearnie has a background in marine construction. We should take advantage of this.

Drew and Lynn Thorburn are joining as Regular members and have purchased club boat *QUESTO*. They run an organic farm and Lynn is an active horsewoman.

Local businesswoman Sharon Crouse has also taken out a Regular membership.

Jessica Letour, one of our summer school instructors, has been confirmed as a full fledged Junior member and her membership will be changed to Regular membership status in January.

Welcome to all!

## Notice Board

The main notice board in the lobby of the clubhouse is for the use of the Board of Directors. Member items should be dated and placed on the notice board at the head of the pier. Subject to availability, notices will be accommodated for 30 days and longer where space permits.

Sometimes it is difficult to determine if a notice remains on the board because the item remains unsold or if the notice has been forgotten. Check your notice after 30 days and annotate it or remove it, whichever is appropriate. Photos removed from the Board will be left in the member's drop box.

—April Steel  
*Secretary*

## Wharfingering

The summer has seen some dancing about of both boats and owners.

*GWAIHIR* (Dick and Chris Pattinson) has moved to a dock which our intrepid circumnavigator will more easily enter and exit at low tides, since the silting-up from the stream on our NW boundary is creating a mud bar. *BLUE BAYOU* (Bob and Jean Sissons) and *AVÉ* (Louis Renaud and Lynne Richardson) have exchanged docks, and John and Heather Neville's *HOLD FAST* now has a new berth as does *CORONA DE TUCSON* (Bruce and Judy Brydon) and *SECOND LUV* (Bob and Carol Scott)

Nicholas and Colleen Sladen-Dew and their young family are now the proud inhabitants of *DRAFTY ACHERS*, formerly owned by Bill and Sheila Bull, who are just taking a temporary respite from sailing.

And whatever happened to that blue-hulled C&C that used to lie in C03? It has been transformed into the beautiful white-hulled *CLOUDBERRY*. Nigel and Nina Denyer are the proud owners.

Marc and Ann Lalonde have now given their Bayliner a name: *MABUHAY*, and after a long and patient wait Sally Plunkett and Norm Dinsmore have taken delivery of their built-to-order Silver Streak (aluminum, actually) *ZORRO DE PLATA*. It looks all 'business' to me, Norm.

## Summer wharfingering

The visitors have been coming and going, but not, I believe, in record numbers. The sign-up for daily duty wharfingering was excellent, and there are no vacancies at this time. This is very gratifying indeed. It has so far been a summer without serious 'incidents', and I have learned from many of the volunteers that they found their duty hours (sometimes idle, sometimes busy) pleasant and rewarding. We thank you all.

## Subletting

Some of you have or will in the future wish to sublet your present slip when your vessel is removed (sold, out for long-term storage or repairs, etc.). Members should follow the protocol outlined in Regulation 6.11 (p.94 of the present Yearbook) in order to avoid problems and disappointments.

—Tony Booker, *Wharfinger*

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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Editing/production by Per and Lynetta Rasmussen ([pras@saltspring.com](mailto:pras@saltspring.com))

# RACING NEWS

## The Summer Series

Congratulations to Tony Brogan in *CHEEKY BUOY* who won the closely contested Summer Series, beating out *FINAL DASH* and *ALACRITY* by a short head. The scoring for the series is shown below; the scores for individual races are listed on our club website at <http://www.saltspringsailing.ca/racing/index.html>

## Channel Islands #2.

Six boats greeted a warm but overcast Sunday morning with a freshening wind out of the southeast. The course was among the more interesting of our folio and needed some explanation at the skippers meeting.

*FINAL DASH* was first around Batt Rock with *ALACRITY* close behind. Approaching Welbury Spar *FINAL DASH* decided fishing was more fun and deployed her spinnaker as an impromptu drag net. This was the easy part, retrieving the dragnet (no fish) proved to be a 15 minute exercise and they still had to round the mark. *DERYN MOR* moved into second place.

A great beat, with a steady wind to the south side of the Channel Islands stretched the fleet out before rounding the islands, and the spinnaker run back to Welbury Spar. The sun came out and life was good. A further beat back to Batt Rock, and on *ALACRITY* we were feeling good having rounded Batt Rock before *FINAL DASH* or *DERYN MOR* had rounded Welbury Spar.

The wind picked up for *ALACRITY* soon after Second Sister but for *FINAL DASH* and *DERYN MOR* a fun spinnaker run started at Batt Rock and they closed the gap significantly by the time the finish line was crossed. *ALACRITY* made line honours but *DERYN MOR* proved the race winner. [—Bob Jones]



BOB JONES PHOTO

Dockside BBQ during one of the friendly post-race get-togethers on the breakwater

## Wednesday Evening Series

Most Wednesdays during June, July and August had perfect weather—for everything except sailing. They were warm, sunny and calm, and perfectly suited to the social gatherings on the outer dock after the race. The racing itself usually started in a moderate breeze, partly as a result of moving the start time half an hour ahead to 1700 hours; but by the time the last boats were struggling over the line, they often owed their progress more to the tide than wind. None of this seems to have deterred the faithful, and there were usually 6 to 8 boats out, and often extra crew looking for a ride (which they always found). The arrival of Craig Leitch and his boat *TIGGER J* at the club definitely raised the bar on these evening races, and it was the rare race where they did not claim line honours. However, winning does not seem to have been the primary motivator of those who kept showing up week after week. Regardless of the wind, lack thereof, or our

Continued on page 7

## Summer Series

What a fantastic summer! The combination of starting the Wednesday evening races 30 minutes sooner plus shorter but more complicated courses gave us near perfect conditions throughout. All races were completed and I think in only three races were there any DNFs. We had a number of visiting boats race with us and it was a pleasure to have them. Not recorded in the summer results were two very fine one-day regattas. The first was combined with the Junior members and we had to sail Lasers to complete. The second was four simple, short races on a fine, sunny and windy Sunday.

Thanks to David's skill and enthusiasm in the catering department we enjoyed four dockside bbq's. These were particularly enjoyable events and the weather, particularly in the evening, was more than kind to us; it was spectacular.

—Bob Jones, *ALACRITY*

## Summer Series 2003

BOAT	CHL #2	JUNE	JULY	AUGUST	J AND J	M.BAY 1	M.BAY2	TOTAL	THROW	FINAL
<i>CHEEKY BUOY</i>	67	91	83	46	75		100	462	113	349
<i>FINAL DASH</i>	33	100	51	82	100		0	366	3	333
<i>ALACRITY</i>	83	73	75	64	50		0	345	50	295
<i>FANDANGO</i>	0	82	92	91	0		0	265	0	265
<i>DERYN MOR</i>	100	64	10	73	25		0	272	10	262
<i>TIGGER J</i>	0	28	100	100	0		0	228	0	228
<i>SAORSA</i>	0	55	67	19	0		0	141	0	141
<i>NAIAD</i>	0	0	59	37	0		0	96	0	96
<i>TOAD HULL</i>	0	19	42	28	0		0	89	0	89
<i>ELECTRA</i>	0	0	0	55	0		0	55	0	55
<i>GWAIHIR</i>	50	0	0	0	0		0	50	0	50
<i>MINKE</i>	0	46	0	0	0		0	46	0	46
<i>WESTWIND</i>	0	28	0	0	0		0	28	0	28
<i>LONE RANGER</i>	0	0	0	28	0		0	28	0	28

## Summer cruising

**June** - The Maple Bay/Round Saltspring cruise was attended by five cruisers and one racer. Did the prospect of cruiser-cooking deter the race crowd? Some cruisers continued on to Kuper Island and then the great program on the history of Wallace Island. It was provided by Ellen who volunteered her own time since interpretive programs are no longer included in the B.C. Parks agenda. Attendance was the largest she has ever had, swelled with other boaters to about 20 in all. An appreciative thank you goes to her. We all omitted the proposed stop at Montague and came home in the twilight.

**July** - The trip 'down South' was cancelled due to lack of participants. But it has been heartening to see so many of our members striking out on their own for extended periods. The wharfinger's chalkboard of boats away has been pretty full all summer.

**August** - Seven cruisers and five racers enjoyed the Round Pender Cruise/Race. The wind cooperated more than usual on Friday for the cruisers but the evening was calm and enjoyable. Some went to the down home Pender Fall Fair on Saturday while the shorter walk to the bakery was enough for others.

**September** - The Vancouver cruise left Wednesday, September 3rd, and includes stops at Indian Arm and Bowen Island. It will be a small but determined fleet that crosses the strait under the leadership of Harold Brochman.

—Neil Buchan, the cabin boy  
(aka Fleet Captain, Cruising)

## Thanks for a generous donation to the Junior Program

John Cameron, Past Racing Fleet Captain, illustrious photographer and racing website editor, supplied Gordon Wylie with some images of this year's Round Saltspring race featuring Gordon's J29 *RHUMB LINE*.

Rather than have Gordon pay him for the photos, John asked him to make a donation to the Junior Program.

As a result, Gordon sent a cheque for \$120 to the club to help fund the Junior Program.

Great work John, and thanks a million Gordon!

If you're interested, take a look at page 118 of the July issue of Pacific Yachting for an article on *RHUMB LINE*, in which also our RSI 2003 is mentioned.

—Ed.

## On the docks

Ah, the dog days of summer. Your RC has been lulled into a sense of well-being regarding the docks. With the calm sunny weather there hasn't been much to repair other than escaping styrofoam here and there. The prototype metal bridge section installed between one gap along the breakwater is working well so this design will be adopted for all three gaps. Some of the visitors dock mooring rails have had a lick of yellow paint but not all. Also, there is still much work to be done to get electric outlets and lighting along the visitors dock. Now that the boating season is winding down, I hope members will come forward and offer their help in getting these jobs done before the winter rains.

Taking advantage of this quiet time gave me time to reflect on my June TellTales report about the true condition of our docks and to work on plans to fix our sad old B-dock (in review, C-dock will have to wait its turn). It's looking more like a 'do it once, but do it right' project that will last forever, in practical terms. The members with experience in this area, namely Hugh Greenwood, Al Kirk, Phil Grange, Phil Hume, Brian Swinburne and Nick Hodson have been consulted to come up with a plan which will benefit the club the most and still be affordable. A final proposal will be presented for approval at the next General Meeting on September 30th. We'll need everyone's support on this one; please be there!



### The YELLOW MAX

It is apparent that our yellow 'speedboat' did a great job this year getting power boaters to slow down on entering Ganges waters. Visiting boaters said it "was really noticeable out there." This is not surprising after Brian Swinburne moved it out into the middle of the channel! He referred to it as 'being in your face'. So much so that it has annoyed a fellow boater(s) sufficiently, to the point that the solar anchor light has been stolen three times since July 26th. The last one went on the Labour Day weekend and the radar reflector disappeared three days later! *YELLOW MAX* is back in storage now but—have no fear—*YELLOW MAX* (5 knots) will be out there and 'in your face' next boating season.

—Derek Barrio  
Rear Commodore

### PS - Wanted:

a couple of old radar reflectors. One as a spare...!



## Cats descend on Ganges

At the end of July, several Club members told us they thought there were suddenly a lot more boats like ours around Salt Spring. They were right! The Nonsuch Niagara Northwest Association this year chose Salt Spring for a Rendezvous. with more than two dozen boats represented. (For those wondering how a graceful sloop like the Niagara got mixed up in the same Association with a bunch of cat-rigs like the Nonsuch, I'll explain later.)



From the recent fun race between Nonsuch and Niagara boats in Ganges Harbour, off our club docks. The Ison's MERLOT is sail number 356 (in the centre) and sail number 55 is the 'nimble' Nonsuch 22 PUFFIN

Ganges Marina was the host to all sizes of Nonsuch from the smallest built, the 22, to the largest, the 36, as well as a range of Niagaras. But the Sailing Club also played an important part in the festivities.

Every Rendezvous includes a fun race in which Nonsuch and Niagara boats are invited to participate as equals. David Wood, Fleet Captain Racing, informed us that the club wasn't planning a race that Saturday, and we would be welcome to use the club's start line. A course was selected that took us to the bell buoy off Secret Island as the rounding mark. Using the club visitors dock as their lookout, NNN Association President Jim Drake and his wife Heather served as race officials, sounding the horn for the countdown to the start.

When they initially made their plans, Jim and Heather thought they would return to Ganges after the race had started and come back later to clock the finishing times. However, with winds averaging 10–15 knots, they soon changed their minds. All boats were flying down the harbour. There was no time for a leisurely latté back in town.

Part of the fun of the race was to mix

Niagara owners with Nonsuch owners as crew to give everyone who wanted to race a chance to see how someone else's boat performs. As a third member of our racing crew on MERLOT, we had the skipper of a Niagara 35 who had always wanted to see how a Nonsuch is sailed. We got a bonus: Tony offered us a tip on how to stop our gangway hatch from screeching each time we slide the lid open.

As for the race itself, perhaps the most remarkable aspect was that despite the

wide range of boat sizes, all boats finished within a few minutes of each other. For example, a very nimble Nonsuch 22 came second in the race, beating a sloop across the finish line. Only a Nonsuch 30, with a ringer on board, got ahead and crossed first.

After all boats had safely crossed the finish line and their times recorded, Jim and Heather came over to our boat and expressed their thanks on behalf of the Rendezvous for the use of the club's facilities for the race.

A final note: as to the puzzle about the sloop associating with the cat, it's all in the history of both designs. While the designer of the Nonsuch is Mark Ellis Designs of Ontario, Hinterholler Boats built both the Niagara and Nonsuch until recently. Evidence of their shared origin is most apparent in the craftsmanship and general finishing of both designs, especially the interiors. For those curious about how many Nonsuch boats are in this area, the Northwest Association has 90+ members with boats of both designs in B.C., Oregon and Washington. The Nonsuch component represents about two-thirds of that total.

—Sheryl Taylor-Munro, MERLOT

## More from the social scene

We are hoping to have a flare burn-off for the October social, hopefully with involvement from our juniors. Wait for the next TellTales for details.

—Susan Paynter, Staff Captain

## Nominations for the Board of Directors 2004

Ladies and Gentlemen:

We are approaching the time when the Board of Directors for 2004 will be nominated and hopefully elected at the Annual General Meeting on November 25, 2003. As per Bylaw 10 a) the officers of the club are elected at each AGM. This does not mean that any individual officer may only serve one year. He or she may serve more than one year either in the same capacity or possibly in a different capacity. It is desirable that members serve for at least two years, if possible, as that helps maintain continuity, as well, during the second year the board member is fully familiar with the position and more able to advance projects as required.

This is an opportunity for members of the Saltspring Island Sailing Club to volunteer their time and talent for the well being of the club. To that end I solicit you to come forward and suggest your name for a position on the Board.

Serving on the Board of Directors gives one an opportunity to help maintain and enhance the positive direction of the club and to work closely with other members, both on the Board and within the club in general. By doing so you will gain an appreciation of how the club functions and will learn more of the club history. You will have the opportunity to get to know many of the members which will enhance your enjoyment of our fine facility.

It is felt that every member should participate as an officer of the club.

The only restrictions are that of the two people sharing a membership only one person may serve at any one time and only Regular and Honorary members may hold office.

Please call me or one of the members of the Nominating Committee, and if we can not accommodate you this year then we will make every attempt to do so next year.

The Nominating Committee this year consists of John Farquharson (537-1481), Barb Todd and Phyllis Waltho (537-4932), and Peter Nuk (537-9594).

—John Farquharson,  
Past Commodore

## Boat odours —the epilogue

By Terry Ison

Avid readers of this column will recall that I began dealing with an odour problem by cleaning out the holding tank, replacing the hoses, and checking for permeation. The very useful contribution from John Sprague convinced me that nothing further need be done in relation to the holding tank and its accessories.

Then I cleaned out the bilge. The odour problem was then almost completely solved, but there was still a little whiff when we went down to the boat and opened the hatch. Assiduous sniffing revealed that this residual whiff was coming from the sea water in the bilge. Sea water can be pretty smelly stuff when you have a couple of gallons of it in a confined space. So I removed the stuffing box and installed a PSS dry seal. The bilge is now as dry as a bone.

Now when we go down to the boat and open the hatch, the fragrance is as fresh as a rose.

## 50% partnership in *KANGA* for sale

*KANGA* is a Tanzer 26 ft. sailboat with 8HP Honda four-stroke outboard. Fully equipped and recently upgraded with new VHF radio, Profurl genoa, and head. Redesigned interior and bottom-painted this summer. Located at Dock C23. Asking \$5,000. For details, contact Peter Lamb and Jean Gelwicks 537-4859, or Susan and Doc Paynter 653-9688.

## A farewell to Jim Buchan

Jim Buchan, Sailing Club member since 1978, passed away suddenly on 1 July in Victoria. As well as his being a founding member of our club, Jim was one of the most respected members of the medical community on Salt Spring Island. Don Baxter, another of our early pioneers of the club, sends us these thoughts about Jim:

"Jim was definitely one of a kind, as most people who new him found out soon after they met him.

He was my doctor for many years. In the office everything he did and said was very professional, but when he got out of the office and out on his boat, he turned into a 'sailor'. He had the ability to rub a lot of people the wrong way at first, but usually in time everybody came around to just shaking their heads and saying, "that bloody Buchan!"

Jim first started sailing in a Grampian 26 called the *TAMATEAPOKIFINOA*. This boat was owned by Brian Johns who used to run what is now Harbours End Marina. Jim crewed with Brian for quite some time before he bought the *TABASCO*.

He was one of the original debenture holders, and was very active in the early days of building the club.

I will always remember one General Meeting I was at in the early days. There was a club member who had the nickname of 'Robber Bob'. He owned the little grocery store that is now Stan Lam's. Bob had only one leg, and he would sometimes just have his pantleg pinned up at the knee and walk with crutches. Sometimes he would strap on his wooden leg. This particular meeting Bob had come with his crutches and pantleg pinned up behind him. The meeting started to get a little heated and Bob was standing up on his one leg and was going on at great lengths about something, when Jim Buchan stood up and said: "Oh sit down Bob; you haven't got a leg to stand on!" There were a couple of old dears new to the club and when they heard this they gasped and thought how rude this man was, but everybody else just howled with laughter including Robber Bob Blundell.

I will miss seeing Jim down at the club as I am sure most of the club members will, but his spirit will still be down at the dock—this was the place I think he enjoyed the most."



Racing, from page 3

the standings, we all came for the chance to sail in beautiful surroundings, and share in the friendly atmosphere of the skippers' meetings and the post-race get-togethers on the dock. On three occasions during the series—once a month—there was a barbecue on the outer dock, with everyone contributing to the ample food and refreshments. All in all, a very pleasant and enjoyable series. Congratulations to Craig Leitch and his crew on *TIGGER J* on winning both July and August so convincingly.

### **Jack and Jill Race**

There seems to be a shortage of Jills in the club who are willing to race; or perhaps it is just that the persuasive powers of skippers over their significant others is not what it used to be (but then what is?). Only four boats came out, two crewed by significant others and two by significant daughters. In the result, the daughters made a sandwich of the others, with Thea and David Wood leading the fleet home, followed by *CHEEKY BUOY* (Tony Brogan and Jenny), *ALACRITY* (Bob Jones and Dorothy) and *DERYN MOR* (Kevin and Korena Vine).

### **Maple Bay and Pender Race/ Cruise events**

For reasons that are as mysterious as those which explain how they manage to get the sticky filling inside the chocolate bar, these two events are among the least well-supported in the racing calendar. There is no doubt that the cruisers are an entertaining and welcoming bunch of people, and one would think that the opportunity of two days of racing combined with an evening on the lawn with the cruisers would have wide appeal. Apparently not. Only one racer (Tony Brogan in *CHEEKY BUOY*) turned out for Maple Bay, and even he abandoned the first leg when the wind died, the tide turned foul, and the prospect of missing dinner loomed large. However, he made up for this by winning the second leg.

Pender Island saw a somewhat better turn-out of racers for the first day, and the promised enjoyable evening with the cruisers. One boat made an early return to Salt Spring; but the rest set out to battle the unpredictable currents of Razor Point, which as always sorted out the sheep from the goats, allowing those with cunning, deep knowledge of the currents, or very quiet engines to creep ahead while the others performed balletic pirouettes in the whirlpools. Tony McEwen in *SAORSA* pulled the rabbit out of the hat, and sailed home far ahead of the fleet. As they crossed the line, the faces of his crew displayed satisfaction at a job well done and surprise in equal measure.

### **One Day Mini-Regattas**

A small group of hardcore racers who felt that they were not getting enough round the buoys racing on Wednesday evenings decided to hold a one day mini-regatta on July 20. We held 4 races for keelboats of about 50 minutes each, and then, to break ties and settle scores, we put everyone in a Laser and let them at each other. There were five keelboats—*ALACRITY*, *ELECTRA*, *FANDANGO*, *MINKE* and *TIGGER J*—and the same number of Juniors, some of whom left early as they said they had to catch an important concert in Victoria (although I had not realised that the Symphony were playing that day).

The wind was fair and steady, and the course was the same for each race. What was interesting was how the boats' times improved from one race to the next, as they gained experience with the course. *ELECTRA* emerged the winner, despite an unfortunate collision at the start of the last race. But the battle for second place, and the title of 'best all around sailor' depended on the final Laser race. It was a humbling experience for those over 20. The first three places all went to the Juniors (Heather Meek, Adrian and Megan Leitch), and it was left to the older, more experienced sailors to take consolation in valuable lessons learned, such as the importance of putting the bung in the back of the boat before setting sail.

The first mini-regatta was such a success (with those who attended) that we decided to hold a second one a month later, on August 17. The wind was lighter, but the racing just as close and exciting. After four races, *TIGGER J* emerged the winner, with *ELECTRA* close behind; *ALACRITY* and *FINAL DASH* tied for third place. When we got to the Lasers, we found that a visiting Royal Vic member was tied up to the visitors' dock, and was willing to give a seminar on Laser sailing. Since he is ranked in the top 20 in the world, it was an offer we could hardly refuse, so we piled into the boats while he showed us gybing and tacking techniques. The ever-confident Juniors then suggested a race, and in the dying wind proceeded to beat our expert. Apparently, weight is everything in Laser sailing, and in light airs it pays to be light. That at least is my excuse, and I gather it was his too.

### **Off Island Regattas**

The long weekends of the summer are when the regional regattas and sailing events take place, starting with our own Round Saltspring on the May long weekend. Normally, the Canada Day weekend belongs to the Snake Island regatta at Nanaimo, but that did not happen this year, and as it turned out we got an even better invitation. This year is the Royal

Vancouver Yacht Club's centennial, and in celebration they planned a four day weekend regatta, starting with a race from their Scott Point outstation back to Vancouver on the Friday, followed by two days of round the buoys racing on Saturday and Sunday, then a long distance race to Howe Sound and back on Monday.

With the enthusiastic encouragement of the Royal Van race committee, *ELECTRA*, *ALACRITY* and *FINAL DASH* from our club were persuaded to participate, so Friday morning saw us powering our way through Active Pass and into a heavy chop and a fresh breeze in company with six Royal Van boats. A starting line was set up on the Gossip Island shore and we set off, beating towards the mouth of the Fraser and gradually getting lifted onto a close reach to the Point Grey light, followed by a short run to the Jericho marina, and its very impressive facilities.

*ELECTRA* and *ALACRITY* arrived in fine form, but a closer inspection of *FINAL DASH* revealed that the keel was no longer as well attached as it ought to be. She gave the first race on Saturday a shot, but wiser counsel quickly prevailed, and she spent the rest of the weekend at the (very comfortable) dock, while her crew were graciously invited to sail aboard the other boats.

Saturday was a perfect sailing day in English Bay, with hot sunshine and warm, moderate winds. Sunday was a disappointment in comparison, with the only race that was started called off before the finish, and the rest of the day spent drifting around the bay waiting for the wind, which, true to form, showed up only 10 minutes after racing had been abandoned for the day.

On Sunday evening, Dorothy Finnigan and Bob Jones hosted the Salt Spring contingent to a very pleasant evening at Dorothy's lovely (and no longer leaky) condo by Granville Island, and made us feel like we had a home away from home in the big city.

On Monday, the same hardy boats which had raced from Salt Spring (minus *ALACRITY* and *FINAL DASH*), set out across English Bay in a good breeze which became positively boisterous as we turned into Howe Sound, and then dropped to nothing as we rounded the last mark at the entrance to False Creek. At the awards ceremony afterwards, Roger Kibble upheld the honour of Salt Spring by winning Division 3 and bringing home a centennial medal.

If any Salt Spring sailors were concerned about feeling like country cousins amid the substantial surroundings of the Jericho clubhouse (I admit that

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I was) we need not have worried. The hospitality we received from the Royal Van organisers and members was as warm, friendly and sincere as we could have wished for. They went out of their way to be helpful, encouraging, and to include us in everything that was going on. They made us feel that the Salt Spring outstation is an important part of their club, and that they were delighted to be able to have Salt Spring sailors come to visit them. We all had a great time, and eagerly look forward to next year, when they have promised to do it again.

### **Cowichan Bay and Maple Bay Regattas**

*ELECTRA* and *FINAL DASH* were the only club boats to venture into the more hotly contested waters of Cowichan Bay (August long weekend) and Maple Bay (Labour Day weekend). As usual, we brought home more hard-earned lessons than we did silver cups. Going up against some of the best sailors and hottest boats in the area is both sobering and exhilarating, but it certainly gets the adrenaline pumping. We came away feeling that the racing had been great, but the three races only took up 5 hours out of the 48 that we spent there, and that too much time was given over to boisterous partying, loud music and mediocre food. It occurred to us that different balance at

the Round Saltspring event may be partly responsible for its success; the racing is much longer, the partying is pleasant, low key and lasts for just a few hours on Friday and Sunday, and the atmosphere of the mens' locker room is, fortunately, nowhere to be found.

### **A New Combination: Night Race and Montague Harbour - September 20/21**

(Please note the new dates and times for these races; they are different from those shown in the Yearbook.)

We postponed the Night Race from August until September in the hope of getting better night winds, and then decided to put it on the night before the Montague Harbour Race in the hope of getting better attendance than this race has attracted in the past. We then moved the Montague race to Sunday, September 21, so that it does not conflict with the Fall Fair. As an added inducement to participate in both races, there will be a fabulous breakfast at the clubhouse on Sunday morning, free to those crewmembers who participated in the Night Race, (and \$5 to those participating in the Montague race, but missing the Night Race). The Montague Harbour race will start one hour later than advertised, at 1100 hours to allow for proper digestion and contemplation of the day ahead.

—David Wood, *Fleet Captain, Racing*



JIM SPENCER PHOTO

*Our venerable elephant doesn't just fly... it does acrobatics too, as Jim Spencer discovered on a walk around the docks*

