



SALTSPRING ISLAND SAILING CLUB

# TellTales

VOLUME 23 • NUMBER 4 • APRIL 2004

## ANNUAL SPRING CLEAN-UP and WORK PARTY!

Saturday, 17th April, 0830–1630 hours

Join fellow club members when we all get together and help prepare the house, grounds and marina for the coming boating season. There'll be chores for everyone, so bring whatever tools/equipment you have available.

Staff Captain, Rick MacKinnon, will treat us to great coffee, tea and snacks for the coffee break, and an energetic chili with all the trimmings for lunch.

Of course, there is also the enticement of that special liquid refreshment (beer) for those still standing at 1630 hours!



## Countdown to Round Salt Spring 2004

Organisation continues. Over 170 letters and registration forms have been sent out. The poster has been sent to over a dozen local sailing and yacht clubs reminding them of the upcoming race. Completed registrations are starting to come in, and there have been a number of enquiries. We would urge our club members to get their registration in quickly so we have a good handle on the exact numbers of those attending.

A sample of the blue polo shirt and cap which we will be selling this year is on display in the clubhouse.

Planning continues as we near the event. Phyllis will need volunteers, and those interested in helping are requested to contact Phyllis Waltho at 537-4932 (or babs@saltspring.com). Our hope is to get lots of volunteers so that club members end up working at only one project and only for a short time.

—Bill Bull, Committee Chairman

## Annual Sailpast —May 2, 2004

The Annual Sailpast is the official opening of the club season, and one of the more formal activities of the Sailing Club year. It is an occasion for members to show the high regard and respect in which they hold the club, our Commodore and the Flag Officers. It is an event when a letter of regret to the Commodore is a good idea, if for any reason you are unable to take part.

This year's event will take place on Sunday, May 2, starting at 1100 h with all boats on the water, and the actual sailpast and flag dipping at 1130 h. Each boat should be flying the national ensign at the taffrail, and the club burgee at the second most senior position (see page 72 of the yearbook). Flag officers should fly their pennants.

Here is what happens: Commodore Russ Crouse will anchor *SENTIMENTAL JOURNEY* off the club breakwater. The club boats will form a line astern of the Fleet Captain Racing in *FINAL DASH*, followed immediately by Past Commodore Ganderton in *VALKYRIE*, followed by other Past Commodores, then by Rear Commodore Denny in *BETHIA*, followed by other Flag Officers, followed by all other members in their boats. Power boats and sailboats should intermingle (like at a cocktail party). Once organised into a line or circle, we will run past the

*Continued on page 2*

## Sailpast 2004

Sunday, 2nd May

All boats in the water  
by 1100 hours;

Sailpast at 1130 hours.

For those attending, there  
will be a luncheon buffet  
—appropriate for the occasion  
—with desserts.

The bar will also be open.

≈ ≈ ≈

*And don't forget your burgee!  
If you don't have one, or can't  
locate it, hurry up and call  
Jim Ballantyne at 537-4283  
to order one.*

## Video presentation

••••

Tuesday, April 20th at 1900 hours,  
in the clubhouse

The Isons will be showing  
the much talked-about video

*To Master's Orders and Pilot's Advice*  
prepared by the B.C. Coast Pilots Ltd.

We'll learn the answers to the  
questions scattered through this  
issue of TellTales, about the  
importance of the pilots to all the  
Coastal B.C. communities, and  
much more.

Light refreshments available!

## Things to remember this month:

- Pick up your 2004 membership card and yearbook as soon as possible. They're in the clubhouse.
- April 30th is the last day for disconnecting electrical power to your boat unless you've paid for the period May–October.
- Sign out whenever you go cruising so visitors can make use of your moorage.

**Deadline for the next  
TellTales is 7th May**

Sailpast, from page 1

stern of *SENTIMENTAL JOURNEY* with the wind astern or on the beam. The actual direction in which we will pass the Commodore will depend on the wind that day. It is a good idea for sailboats to keep their motors running on standby.

As each boat passes astern of *SENTIMENTAL JOURNEY*, the national ensign should be lowered to the 1/3 hoist position, but not so low that it ceases to fly. Keep it in the lowered position until the Commodore responds by lowering his ensign. When the Commodore raises his ensign again, that is the time to raise yours and sail away to a safe area, out of the way of the other vessels waiting to sail past.

If your ensign is not on a halyard which allows it to be lowered, you may either remove the entire flag staff with the flag, and keep it removed until the Commodore has raised his; or you may simply hold the flag against the staff so that it ceases to fly.

When all boats have completed their sailpast, boats can return to the docks. However, if you are a sailor, do not put your boat away for the night, as there will be another opportunity to sail her in the afternoon (see 'No-flying-sails' race on page 4).

Crews should repair to the clubhouse fairly quickly, and be ready to welcome the Commodore. When the Commodore returns to the dock, he will be piped ashore by a Scottish piper and escorted up to the clubhouse, where he will be welcomed by all the members. A catered sandwich lunch organised by the Staff Captain and crew will then be served.

These then are the essential facts: Sunday, May 2 at 1100; bring your boat, a flag and flag staff, and your burgee. Lunch provided; no host bar. Dress optional (but strongly recommended, as it can be chilly at the beginning of May). No-flying-sails race after lunch.

—David Wood, *Fleet Captain, Racing*

### Want to enjoy the gorgeous colours of TellTales?

Join our e-mailing list and get notified immediately a new Telltales is posted online.

To get onto this list, send a note to [webmaster@saltspringsailing.ca](mailto:webmaster@saltspringsailing.ca)

### What vessels must have an official Canadian pilot on board in Canadian waters?

Learn the answer on April 20th.

## April—and cruising begins!

The good news is that both the first cruise leaving April 23rd, and the Land Cruise of May 8th are over-booked and beyond the capacity our volunteer presenter requested. Both cruises are keenly anticipated, promising to be enjoyable, relaxed and interesting.

The bad news is that more people want to take part than can be accommodated. Both cruises were filled within days of the yearbook cruise schedule being published! Who knew life could get so instantly, but happily, complicated....

For the first cruise (circuit of our local islands) more boats are welcome to the cruise itself and the wild beach life; however, the number of beach walkers should remain manageable for the presenter. A 'Stand-By' sign-up sheet has been posted at the clubhouse so if anyone now signed in is unable to go, the next on 'stand-by' will be the first alternate to the beach walk. I reiterate that anyone wishing to cruise will be welcome to participate!

### Shake-down in April

The meeting of our first flotilla is on the dock at Montague Harbour not later than 2 p.m., or 1400 hours—whichever you choose—on April 23rd. This is so the water level (technical term: tide) is suitable for beach-walking, rock-looking. This promises to be a good 'un! The top rated five-star beaches within our neighbourhood islands.... The beach-walk is fully booked but the cruise is open to all. Read about it in the yearbook.

### Land Cruise in May

The second cruise meets at the clubhouse at 9 a.m. on May 8th, and it is also fully booked. This is a land cruise of our island beaches and rocky outcrops and so the gathering must necessarily be short on numbers. George Wachman has kindly offered us a ride in his six passenger vehicle which will cut down on the number of cars traipsing around the rock. Others may see fit to offer rides to further reduce our cavalcade—more friendly that way too. A light lunch will be waiting when we return to the clubhouse, but if you want a cuppa on the way please bring it yourself.

## On the docks

It's Work Party time again on Saturday, April 17. Please show up around 0830 hrs. with your bag of favourite tools and join in the fun.

There are a number of jobs left over from last February's new dock installation which require our attention. Unfortunately, the power transformer supplying electricity to A- and B-docks shorted out and had to be shut down. A replacement transformer was ordered but it took almost a month to arrive in Ganges due to a shipper's dispute. Power is now restored to A-dock so we can finally go ahead with installing outlets along the new docks. Although our members are capable of doing this kind of work it has been decided to let a licensed electrician do the final connections on the new docks. The theory 'do it once and do it right' applies here just as much as it did with the concrete docks. Club members will string the wires through the conduits and McIntyre Electric will install the outlets.

Thanks to Marc Lalonde and Norm Dinsmore for making and installing the mounting boards to carry the water hoses and electrical outlets on B-dock and on the new breakwater. Rod Macdonald has managed to get water supplied to every corner of the docks. Thanks Rod.

See you on Saturday!

—Derek Barrio, *Rear Commodore*

### April meeting

Organisational meeting for the proposed Broughton Cruise will be at the clubhouse at 1900 hours on April 21st. Leaving dates and waypoints will be discussed.

### And more.....

If you have missed signing into these events, don't despair, hold back that sob of desperation, withdraw your knuckle from your brow. There are other days, years, times and methods that the Cruise Captain can use to kidnap, sweet talk or coerce Hugh into 'repeat performances'. As Hugh says, "The rocks have been here for ninety million years and are not about to vanish."

—Signed X, *The Cabin Boy (aka Fleet Captain, Cruising)*

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

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

# Wharfingering

## Moorage

Our first priority has been to get the boats which were displaced during the reconstruction of B-dock and the new breakwater settled in acceptable locations. This has required considerable juggling and there are still some adjustments needed.

Currently we have a number of outstanding requests for relocation or new moorage. We have five requests for moorage. Two of these are for smaller boats and we will be able to accommodate them in the near future. The others are for larger boats in the range of 38 to 43 feet and unfortunately the number of large slips is limited.

We were able to satisfy some requests for relocation during the dock reconstruction. We still have eight outstanding requests on file and will make changes as soon as berths become available.

We bid good bye to *ROSE OF YORK* and welcome *CAT DANCER* to the marina. *CAT DANCER* is a Catalina 27 owned by Jessica Letour.

## Electrical

We have completed another round of checks on electrical draw using our new Fluke Clamp Meter. With the warm weather, many boats are no longer using power. Surprisingly, though, there are a number of vessels drawing more than the owners have contracted for. The club only charges enough to cover costs so it is important that folks pay as per the schedule in the yearbook. If anyone is not sure what their equipment draws we will be happy to assist by measuring while different configurations are tested.

A reminder that those who are not paying for the summer electrical season (May through October) must disconnect at the end of April.

## Summer Wharfingering

The sign-up roster for summer wharfingering duty is posted in the entry to the clubhouse. Members are asked to sign up for three or more days of duty. If everyone does their share then visitors will be looked after properly. There is also space to indicate if one will be available as a spare to cover in emergencies. Please pick your preferred dates and sign up.

There will be an orientation session for those new to wharfingering or those wanting a refresher on May 18 at 1900 hours in the clubhouse.

## If you go cruising...

be sure to sign out on the board at the head of the pier. This way visitors can utilise your space while you're gone.

—Jon Healey  
Wharfinger



## Round Saltspring apparel for sale

T-shirts \$20; with boat name \$25. Golf shirts (shown) \$30; with boat name \$35. Caps \$12. Shirts come in M, X and XL; caps fit any size. Order yours as soon as possible by calling Sheila at 538-0095 or [billbull@saltspring.com](mailto:billbull@saltspring.com).

## Dinghies without identification

We still have a number of dinghies on the dock which are not identified with owner or vessel name. The Board of Directors has discussed this situation and is adamant that dinghies must be 'readily identifiable' as per Regulation 6.2. Members of the Wharfinger Committee will be looking over the dinghy dock to see if the residents therein are readily identifiable. In the event a dinghy is not identifiable, the owner will be notified and names posted in the clubhouse. If the matter is not addressed, the dinghy may be removed without further notice. Please take the time to put your name or vessel name on the transom, bottom, cover, or wherever it can be easily seen.

—Jon Healey, Wharfinger

## Moorage for Round Saltspring race needed

The Round Saltspring race is scheduled for the weekend of May 22–23. Boats will start arriving on the Friday, May 21. As was the case last year, we are expecting to have to accommodate close to one hundred visiting boats during the race weekend. We can manage if members are prepared to assist by moving their boat for the weekend, rafting with a friend, or having a visiting boat alongside. John Myers (537-1933) has agreed to take charge of moorage arrangements for this race. If you will be vacating your berth during the weekend please let John know or drop a note in the wharfingering mailbox in the clubhouse.

—Jon Healey, Wharfinger

# The Spring Work Party at the clubhouse and grounds

Saturday, April 17 is the date for our semi-annual clean-up party. Everyone is invited to show up around 0830 hours, or whenever you can make it to the club.

There will be many small tasks to attend to. Bring gardening tools, etc. When you arrive, check the list of jobs in the clubhouse lobby, or ask me what needs to be done around the clubhouse and grounds. The grass should be cut by then, which will make it easier for us to do the cleaning up. Quite likely, Derek Barrio will have a similar list for the docks, so you choose what you would like to do.

You will not have to worry about coffee or lunch, as the club will provide that. Come and join us at the club. We will have a lot of fun, and at the same time spruce up the premises for the season.

See you on Saturday, April 17.

—Rob Denny, Vice Commodore

## Video evening about pilotage in British Columbia

The video's title is *To Master's Orders and Pilot's Advice*, which apparently is the term used to describe the relationship of the coastal pilots to the ships' captains. It will be shown Tuesday evening, April 20th at 1900 hours, in the clubhouse.

The information on the back of the tape reads:

Discover the coastline of British Columbia, Canada, from the unique perspective of the Coast Pilots who guide ships to safe harbour.

Learn about the ancient and honourable profession of Marine Piloting which is so important to all Canadians.

That sounds rather dry compared to what we see in the video: the special challenges dealing with ships' crews who know little English, the rigorous training needed in order to qualify to become a pilot (most begin their pilot-specific training in their early 40's after two decades or more spent at sea including necessary time as skippers themselves). Their careers are fairly short with most retiring in their late 50's or early 60's, but one notable fellow just retired when he turned 70.

The video runs for 40 minutes.





WESTWIND, SOUL DANCER, FINAL DASH, ALACRITY, and DERYN MOR (left to right) during the McMillan Trophy race

## RACING NEWS

While this may be the calmest (in the sense of no wind) spring season in years—in fact some of the older hands claim not to be able to remember one with so little wind—it has been one of the most active in terms of participation. It is a pleasure to have the new boats which have recently joined us—*AFTERNOON DELIGHT*, *QUESTO*, *PETRONELLA*—and to see *YEOMAN OF CESTRIA*, *SOARSA* and *GWAHIR* coming out more regularly. When combined with the consistently reliable *ALACRITY*, *ELECTRA*, *DERYN MOR*, *WEST WIND*, *SOUL DANCER* and *FINAL DASH*, we get a fleet of 10 or 11 boats out for many of the races, and there are hopes that this number may increase as the weather, and perhaps the wind, improves.

Reports on the individual races may be found on the website at [saltspringsailing.ca](http://saltspringsailing.ca). Of the six races scheduled to date, only one (Round Prevost) was completed at the first attempt; others took two or (in the case of the McMillan trophy) three attempts to complete. The Walker Rock race was not able to be completed on April 4th, despite strong efforts by Phil Grange and Roger Kibble, who both sailed singlehanded and fought each other for the lead all the way out to the Rock, with Phil finally prevailing. Alas, there was insufficient wind for the return; but valuable lessons were learned about dealing with the fickle winds and varying currents of Trincomali, which may stand us in good stead when we come to resail, or when we find ourselves fighting our way back down the Channel on the homestretch of the Round Saltspring race.

The Spring One Day regatta, an innovation this year, was a success, although the wind was predictably absent and we only managed to complete two races of the four we had planned. The day

ended with a chicken curry dinner in the clubhouse attended by 30 racers, crews and families. Thanks to Alex and Nancy for kitchen help, and to the many willing hands who cleaned up.

Roger Kibble has generously offered to donate a cup—tentatively called the *Kibble Cup*—for the boat scoring the highest points in the five major races of the season: Round Prevost, Walker Rock, Portland-Moresby, Round Saltspring, and Montague Harbour. As noted above, only one of these has been completed so far, so the series is still wide open. Many thanks to Roger for adding sparkle to an already star-studded season.

No report on the racing program would be complete without mention of the stalwart work of our starting committee, Jim Ballantyne and Cec Oliver. They have got their system down to the point where the past several races have been started with the precision of a Swiss station master. Thanks for a great job from all the racers.

### **NO-FLYING-SAILS race**

The racing regulars would like to extend an invitation to other club sailors to join them for an informal no-flying-sails race on the afternoon of the Sailpast. This will be very much a Salt Spring style race—low key, no pressure and lots of encouragement. You can rest assured that there will be none of the intimidating tactics so often seen on other race courses, and which are often enough to put even the keenest racer off the sport. We guarantee that there will be none of any of the following: yelling and screaming on the start line; shouted remarks which impugn the ability, manhood or mental stability of other crews (or your own); behaving as if the port/starboard rule (or indeed any other racing rule) does not exist; incredibly loud music which goes on until 3 am; drinking to the point of unconsciousness; and Hawaiian shirts. Especially the shirts.

We will set the course at the lunch following the Sailpast, and will pair up boats at the same time. The idea is to

## Racing schedule

Sunday, 18 April  
**MORESBY-PORTLAND RACE**

1000 h start, TL 2300,  
distance 26.2 NM

Start - Both islands to P or both to S  
- Finish (SC range of Seymour Point  
and Canoe Rock Light)

Sunday, 25 April  
**BAS COBANLI MEMORIAL TROPHY**

1000 h start, TL TBA,  
Roger Kibble and Stuart Farson to  
determine course and announce at  
skippers meeting

Sunday, 2 May  
**ANNUAL SAILPAST**

Sunday, 2 May  
**NO-FLYING-SAILS RACE**

1400 h start, TL 1530,  
course TBA

For racers and cruisers

Wednesday, 5 May  
**First race of  
WEDNESDAY EVENING SERIES**

1700 h start

pair a more experienced racer with a less experienced one, so that the more experienced can coach the less experienced through the start and around the course; if the two boats are somewhat the same speed, so much the better. We will hope to start around 1400, and race for an hour and a half or so. No spinnakers allowed, which will help greatly towards avoiding inappropriate behaviour number two above.

Please come out with us for this race and find out how much fun racing is, as well as being a great way to learn about your boat.

—David Wood  
Fleet Captain, Racing



COLLEEN SHANTZ PHOTO

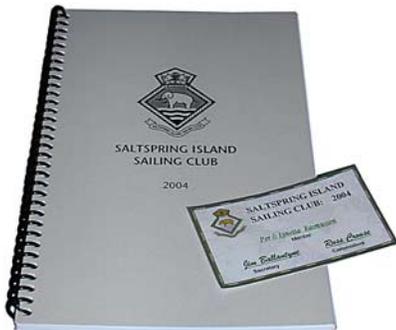
Heather Meek trying out the club's new Euro. The Olympic class dinghy has been christened *JUST ADD WATER*, and as soon as there's more wind, we expect to see some foam flying!

## Club burgee pins for sale now



Lapel pins, shaped like a miniature club burgee, are now available for \$5 each. Please call Jim Ballantyne at 537-4283 to get yours.

## Remember to pick up your membership card and yearbook!



**What happens when U.S. military vessels enter Canadian waters?**

Learn the answer on April 20th.

## The time has come...

the Walrus said... to save money!

For those of you who know the routine and have taken advantage of the Pacific Yachting offer (through CPS) of great savings in the past, it's time to renew. For those who don't, the deal is this: PY will grant a group rate subscription for new subscriptions—or for the renewal of your old subscription—by extending whatever your expiry date happens to be for the next 12 months. The only catch is that we must send in names and cheques *before the end of April*. For a new subscription, you start off with a year's subscription from receipt of the cheque. The rate has gone up slightly, to \$22 for the year; still only half the regular \$44 currently charged. So, if you want in, please call me right away at 537-1345 for more information about how to sign up for this bargain.

—Jim Ganderton

## Bits & pieces

### For sale

For those boaters 'fortunate' enough to have a Volvo MD1, 2 or 3 in their bilge, let it be known that I still have some very useful spare parts at hefty new-price discounts. Give me a call at 537-5454.

### The club is also looking for...

a not-so-talented 'Mural Painter Wannabe' Your 'canvas' will be a 4 x 8 sheet of plywood and your finished work will be on display from May to September in a very prominent location. Again, please call me at 537-5454 for further details if you are able to help.

—Brian Swinburne

**So you want to become a pilot: what are the qualifications needed?**

Learn the answer on April 20th.



SALLY PLUNKETT PHOTO

## Old B-docks keep on afloatin'

I have owned a lot on Wise Island for many years and my son has a cabin there. When talking to him one day I mentioned that SISC had some surplus floats and he said Wise Islanders could use some 'new' floats and he called the president of their association to come have a look. Dave Naphtali is the president and he came over and immediately said they wanted them. A date was arranged and Marc Lalonde and I undertook the 'big tow' on March 11. I had spoken with Derek Barrio, and obtained the agreement of the Board that the Wise association could have them for their suggested donation to the club of two hundred dollars.

The day was almost perfect in that it was calm all day and there was a high tide in the morning to allow us to get the two floats off the shore where they were tied alongside the dock, and where they went high and dry at lower tides. Dave arrived in his 18 ft. boat together with his brother-in law who once worked on a tug boat, and therefore was able provide us with some valuable advice.

We tied the two floats together, making a total length of about 80 ft., and attached a tow rope of about the same length. After Dave and Ted got the floats into deeper water, and Marc had rigged a bridle for the tow rope, we began the tow with *ZORRO DE PLATA*.

We headed out of Ganges Harbour, making 2.3 knots on the falling tide and figured it was an easy day ahead. What made the day not quite perfect was that the tide was falling to less than 3 ft. and as a result was running hard by the time we got to Nose Point. Here, we were reduced to 0.3 to 0.5 knots, but thankful for the GPS telling us we were not going backwards. We finally got into Trincomali Channel, managing 1.2 to 1.8 knots, and still fighting the falling tide. We arrived at the west bay of Wise at about 1530 h for a total transit time of about 6 hours.

The Wise people are most happy with their 'new' floats and are in the process of repairing and refurbishing them.

—Norm Dinsmore  
*ZORRO DE PLATA* 5

# Latitude, longitude —the sequel

By Harold Brochmann

In a recent issue of TellTales I wrote on latitude and longitude and mentioned that some of our nautical charts are based on the NAD27 coordinate system while others, and your GPS are based on WGS84.

A number of people mentioned that they found the article interesting, and John Sprague wanted to know what difference this actually makes in practical terms. I hadn't dealt with that, so today I want to answer that question. In preparation I went through the following exercise.

Across the harbour from us is Goat Island, and at its south end is a rock with a speed sign on it. Between this rock and the next islet to the south is a gap through which I, among others, frequently pass. I positioned myself in what I judged to be the precise centre of this gap... and made a note of the readings on my GPS. They were: 48° 50'.866' N, 123° 28.377' W.

An aside - a comment of precision - the GPS gives position to three decimal places of a minute. The first decimal place in the latitude represents one tenth of a nautical mile, or 600 feet (608 if you want to get picky). The second decimal place represents 60 feet, and the third one 6 feet. The corresponding numbers for longitude are found by multiplying each by cosine<sub>(latitude)</sub>. They are 394 feet, 39 feet, and 4 feet.

My GPS suggested that the position it was showing was within 30 feet of being correct. In other words I was probably where I thought I was within one boat length.

The chart I have for Ganges Harbour is part of a collection of reprints of Canadian Hydrographic Service charts published by Evergreen Press of Seattle, and it is clearly marked **WARNING: This chart is not intended for use in navigation.** I plotted the position showed on the GPS as best I could on a photocopy of this chart and, as near as I could tell, ended up around 150 feet or so to the SW of the middle of the gap. Whether this 150 ft. difference could be blamed on the US military, Garmin, Evergreen Press, the Canadian Hydrographic Service, or H. Brochmann was not clear. I decided to find out what was happening.

This same chart, by the way, states that the meridian representing its easterly margin is 123° 22.00', while in actual fact it is 123° 27 minutes.

Next I turned to The Canadian Coast Guard publication *Pacific Coast List of Lights, Buoys and Fog Signals, 1995 edition*. On page 35 I am told that Walker Rock is located at 48° 55' 25.2" N, 123° 29' 46" W.

For reasons that completely escape me, the Coast Guard does not use degrees and minutes to indicate position; they use degrees, minutes and *seconds*. This means that if you want to locate Walker Rock on your 'official' chart, you have to get out your calculator and convert. I got 48° 55.420' and 123° 29.767'. For local navigation I use CHS chart L/C 3463. As far as I can tell, this position coincides precisely with Walker Rock.

Some years ago, before I knew better, I entered these numbers into my GPS so that if I should be foolish enough to find myself in a thick fog I would at least avoid hitting Walker Rock. Such naiveté. Or is it naiveté? I can never remember.

The 'small print' on this chart states: "Cette carte est dessinée sur le Système de référence géodésique de l'Amérique du Nord 1927." The choice of words is presumably in deference to the non-English speaking mariners on this coast. Translation: the positions on this chart, as well as the List of Buoys etc., 1995 edition, are NAD27 ones. Eleven years after adoption of the new system we were still basing our navigation publications and charts on a 70 years old system that can be traced back to that ranch in Kansas. Bet you didn't know that, did you?

Now back to the original question, "What difference does it make?" Here goes.

If you go to [www.geod.nrcan.gc.ca/index\\_e/online\\_apps\\_e/appNtv2\\_e/apntv2\\_e.html](http://www.geod.nrcan.gc.ca/index_e/online_apps_e/appNtv2_e/apntv2_e.html) on the Internet you can enter coordinates in one system and have them converted to the other. If you enter the numbers we were talking about you will be told that if you want to enter the coordinates of Walker rock into your GPS you must use numbers which are 0.63 seconds less in latitude and 4.76 seconds greater in longitude. We need the calculator again. Multiplying 0.63 by 60 I get 0.0105' which I subtract from the latitude (after conversion to minutes), getting 48° 55.115'. Similarly, the WGS84 longitude is 123° 29.667'—which I can now enter into my GPS.

The mystery about all this is "Why on Earth do these people go to all this trouble to make things so complicated when they don't have to?"

"What about the question?" you ask.

Consider a right triangle 0.63 seconds, or about 64 feet on one side and 4.76 seconds  $\times$  cosine<sub>(latitude)</sub> = 187 feet on the other. The hypotenuse is 200 feet. That's the answer. Coordinates in

## Electronic charts

There is a controversy brewing on the availability of electronic charts in Canada. It seems that the CHS has granted a monopoly which costs us dearly.

CHS has granted Nautical Data International (NDI) a monopoly for the use of CHS data which is really chart data paid for through your taxes. Only NDI will have the right to produce electronic charts using CHS data, and you will pay through the nose for it... every year. In the US, NOAA considers their data to be public information and free to any firm producing electronic charts.

To obtain and use the Canadian charts you, or a distributor, will have to agree to a new NDI agreement which will result in your being able to use the electronic charts for one year only at which time the licence will have to be renewed at a cost expected to be 25% of the original license price. C-MAP, a major software firm offering electronic charts through a licence from NDI, has announced that they will no longer offer electronic charts made from CHS data.

If you object to this unfair, and possibly illegal, arrangement, the CBCYC encourages you to contact Geoff Regan, the DFO Minister at [min@dfo-mpo.gc.ca](mailto:min@dfo-mpo.gc.ca).

—Jim Ganderton  
Past Commodore

---

the NAD27 and WGS84 system result, around here, in positions differing by 200 feet. And that is why my GPS and the photocopy of the reprint of the chart of Ganges Harbour appeared to be out by 150 feet. The 50 ft discrepancy *between the calculated misfit and the observed misfit by GPS\** is within the error range you would expect from an amateur investigation like this one.

Are you glad you asked?

\*The phrase in italics was included at the suggestion of Hugh Greenwood who makes this comment: "... it emphasises my standard *modus operandi*, namely, to regard all electronic aids as fallible and to be used mainly to get me in the right neighbourhood. For all close-in work I rely on standard old-fashioned pilotage, eyeball navigation, and observation of the surroundings and examination of the paper charts. The relative positioning of features on the charts is really excellent and much more to be relied upon than the absolute coordinates. The old fisherman's guide is also of use—If you don't know where you are or where the hazards are, then anchor until you can be sure. A stationary boat is safer than a randomly moving one."

# An invitation to club members...

## —to join the race!

Round Saltspring is a challenging and exciting sailing event for anyone who enjoys sailing a boat. It is an event for both the keen club racers and the infrequent 'casual' cruisers. It is an opportunity for power boaters to motor around Saltspring, or to be part of the race committee on the starting line, or finish line. It is an excuse to get out in your boat!

Sailing your boat all the way around Saltspring Island is an accomplishment, whether done in record time or on Saltspring time. The important thing is to have an enjoyable time.

## —to join the festivities!

All SISC members are invited and encouraged to join in the fun of the Round Saltspring Race. Friday's chili dinner and music by Swing Shift is a great kick-off. Saturday, come down and see the start of around 100 boats. If you are lucky we'll have a NW wind so the spinnakers are out. Sunday's famous lamb barbecue is delicious, and the award ceremonies are always exciting. And don't forget that all kinds of boaters need food and drink. We invite all club members to join!

## —to support the event!

### **Race sponsorship**

The local business community has come forward in a big way to ensure our success with their financial support of Round Saltspring. Special thanks to our sponsors, so please support them all throughout the year.

### **Prizes**

Each year club members and the community donate prizes and the race committee purchases locally made items. In past years, we have had everything from original paintings, smoked salmon, gift certificates, vouchers, T-shirts, jackets, duffle bags, books, boating equipment and paraphernalia, and more.

If you'd like to make a donation, call Bill Bull (538-0095 or [billbull@saltspring.com](mailto:billbull@saltspring.com)).

### **Our supporters**

The success of Round Saltspring is a direct result of the participation and active support of SISC members. If you have more time than money, then call to volunteer and, again, your man is Bill Bull. We need people for everything! Selling T-shirts and tickets, food preparation, finish line, photography, wharfingering, you name it!

(It's a great way to top up your 30 hours!)



**Friday–Sunday, May 21–23**



The Marshall Sharp Trophy is awarded to the first boat to finish Round Saltspring on corrected time.



The Round Saltspring Trophy, donated by Steve and Pam Thomas, is awarded to the first SISC boat to finish on corrected time

---

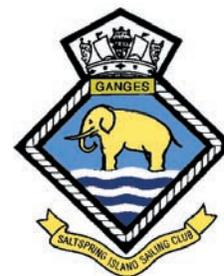
## Round Saltspring 2004

### LAMB BBQ TICKET ORDER FORM

NAME

TICKETS @ \$12 EACH

CHEQUE ENCLOSED, TOTAL \$



Please order your tickets as soon as possible, preferably by 7th May.

Make cheque payable to: Saltspring Island Sailing Club and leave in the Round Saltspring Race box in the clubhouse.

www.saltspringsailing.ca/rs2004

# REGISTRATION FORM



SKIPPER		CLUB
ADDRESS		CITY
PROVINCE	POSTAL CODE	E-MAIL

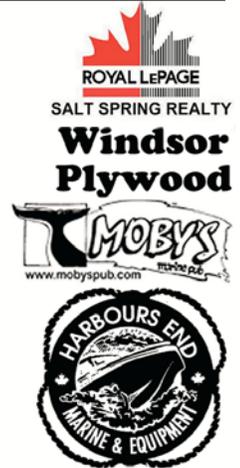
PHONE

Start: GANGES  
MAY 22, 1000h  
Salt Spring Island (S)  
Finish: GANGES  
TL: May 23, 1100h  
Distance: 42.0 NM

## Boat Information

BOAT NAME	NO FLYING SAILS? <input type="checkbox"/> yes	SAIL NUMBER
BOAT TYPE/LOA (e.g. SAN JUAN 28)	HULL COLOUR	PRIMARY SPINNAKER COLOURS
RATING	<input type="checkbox"/> current PHRF-NW certificate	<input type="checkbox"/> non PHRF-NW

*Non PHRF-NW boats are encouraged to join PHRF-NW. They will be charged a handicapping fee of \$10.*



## Crew Names

CREW 1	CREW 4
CREW 2	CREW 5
CREW 3	CREW 6

## The Fine Print...

SAFETY REQUIREMENTS: P.I.Y.A. Category III; running lights must be in working order and must be used from dusk to dawn.  
 RULES: The race will be run under the CYA Racing Rules of Sailing.  
 RELEASE: I understand that the ultimate responsibility for the safety of a vessel and her crew lies with the captain of that vessel. I have read the rules and regulations issued for this event and agree to be bound by them. In consideration of acceptance of this entry or my being permitted to take part in this event, I agree to save harmless and keep indemnified Salt Spring Island Sailing Club, its organizers and their respective agents, officials, servants with respect to death, injury, loss or damage to myself, my yacht or any member of my crew, and representatives from and against all claims, actions, cost, expenses and demands in however caused, arising out of or in connection with my taking part in this event notwithstanding that the same may have been contributed to or caused or occasioned by the negligence of the same bodies, or any of them, or their agents, officials, servants or representatives. I further understand and agree that this Release is binding upon myself, my heirs, executors and assigns.



## Register

Registration is \$50 + GST until May 1; \$60 + GST afterwards. Sorry, no refunds after May 1. BBQ tickets are available at \$12 on a first come, first served basis. Boats without a valid PHRF-NW certificate are encouraged to get one, but without it, will be charged \$10 for handicapping services.

Round Salt Spring  
Contact  
Wendy Vine  
250.537.9265  
wwine@telus.net

SKIPPER	DATE
<b>BALANCE SHEET</b>	
Registration	<i>GST included</i>
before May 1	\$53.50
after May 1	\$64.20
No PHRF-NW certificate	\$10.00
BBQ tickets	@ \$12.00 ea
T-shirt	@ \$20.00 ea
T-shirt monogram	@ \$25.00 ea
Golf-shirt	@ \$30.00 ea
Golf-shirt monogram	@ \$35.00 ea
Total enclosed	

*Until May 1, custom shirts monogrammed with your boat name.*



Please make cheques payable to Salt Spring Island Sailing Club. Mail to SALTSPRING ISLAND SAILING CLUB and mark envelope ROUND SALTSPRING 2004. Please enclose a photocopy of your valid PHRF-NW certificate.



Salt Spring Island Sailing Club  
152 Douglas Road  
Salt Spring Island  
British Columbia  
V8K 2J2