



SALTSPRING ISLAND SAILING CLUB

# TellTales

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## Round Salt Spring Island—the race.

Registrations are on track for entries at about the same level as last year—120 boats. Registration ends at 2000h on Friday evening, May 21, and perhaps sooner if registrations go over that unknown number at which Wendy Vine and Bill Bull start to panic; they have nerves of steel, but like all of us, there is a breaking point. So if you have not already done so, get your registration in quickly.

Late on Friday night, Kevin and Wendy Vine will divide the fleet into four divisions of roughly the same size. A printed list will be available at the Skippers Meeting at 0830 on Saturday morning, showing which division each boat will be in. Divisions A and B will be in the first start at 1000, and divisions C and D in the second start at 1005. The starting sequence will be the standard 5 minute countdown, with sounds (and flags; if in doubt about the flags, ask David Wood

for a crib sheet) at 5 min, 4 min, 1 min and Start. The start signal for Division 1 (A and B) will be the 5 minute signal for Division 2 (C and D).

It is very important that Division 2 boats keep well clear of the start line during the Division 1 countdown—120 boats is too many on one start line!

The course sees us leaving Salt Spring to starboard. The only other landforms which must also be left to starboard are Idol Island (off Sunset Drive) and Atkins Reef (south of Walker Hook). The tide will be ebbing quite rapidly at the start, so there will be a moderate current going out of the harbour, and a strong ebb from Captain Passage out past the Channel Islands. Remember that the strongest current is between the Salt Spring shore and the nearest Channel Island, so it is worth taking this route. The tide turns at 1330, but with a bit of luck and some wind, we will be past Fulford Harbour by this time, and ready to ride the flood up Satellite Channel, through Sansum Narrows and on to Southey Point.

After making the turn, the fleet will be fighting quite a strong flood as we try to sail down Trincomali Channel; it does not turn to ebb until 2200. Past experience suggests that boats which do not make it through Captain Passage before the wind dies (usually by 2000h) may have to wait for the turn of the tide to carry them through. There is a back-eddy along the Salt Spring shore which can be useful

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Salt Spring Island Sailing Club  
General Meeting 1 June, 2004

### AGENDA

Call to order 1930 hrs.  
Minutes of previous General Meeting  
Business arising from Minutes  
Treasurer's report

Reports of officers:

Vice Commodore  
Rear Commodore  
Fleet Captain, Cruising  
Fleet Captain, Racing  
Fleet Captain, Dinghy  
Wharfinger  
Staff Captain  
Past Commodore

Commodore's remarks

Old business  
New business  
Adjournment

—J.B. Ballantyne, *Secretary*

## A Tall Ship Adventure Tale

A video presentation and talk  
by author Rigel Crockett

*The timing of this presentation  
couldn't be better as it just precedes our  
own race Round Salt Spring*

**Wednesday, May 19th at 1900 h**

*Light snacks and coffee, tea and  
juices will be served.*

*This should prove to be a  
very entertaining evening!*

—Rick MacKinnon, *Staff Captain*

## Sailpast 2004

The Annual Sailpast and Opening Day festivities took place on Sunday, May 2nd. Numerous boats (estimated at 50 plus) came out on the water to sail past the Commodore's stern and dip their ensigns in salute. After having agreed to a course which would see the fleet pass by *SENTIMENTAL JOURNEY* on a beam reach, a wind caused the Commodore's anchored boat to swing 270 degrees, requiring some creative action on the part of the saluting boats, but nothing, it seems, beyond the seamanship capabilities of the members. All went smoothly, including Doug Fraser's piping of the Commodore up to the clubhouse, and the very warm welcome greeting him.

An excellent and well received lunch was provided by the Staff Captain and his crew—and the bar was enthusiastically patronised.

—David Wood, *Fleet Captain, Racing*

**Deadline for the next  
TellTales is 11th June**

*SOUL DANCER  
and WESTWIND  
during the recent  
Moresby/Portland  
race*



BOB JONES PHOTO

# Cruising

So the Cruise Captain missed the first cruise! Hmmmfff. But hearsay has it that the six boats which did go had a great time, with stop at Montague Harbour (did they find the missing millions?) and a walk around Russell Island. Nobody got lost so the teach must be experienced. These trips should not be missed since they are about what we have chosen to be our neighbourhood, to which there are no road signs or roadside attraction billboards.

Missed the first cruise! And not only that! The Captain hitched a ride past the Commodore. Oh I say—a bit much! Well I ain't happy about it. So put your eyebrows down again.

But ... at an informal gathering on the evening of April 21st, a group of (mostly) sailing members sorted through the rich stew of knowledge acquired by long years of cruising our waters. The leaderless gathering proved its members to be adult, captain-like and able to listen and share with one another. So again, put your eyebrows down, we can be sensible. They were able to produce a pattern for sailing to and in the Broughton Straight area.

I was amazed at the detailed knowledge contained in our club membership and the willingness to give of it. I remain in awe and am thankful I did not impose my order upon their expertise. Recreational sailing is not all about efficiency or authority as in our traditional view of naval life. (Where did that come from anyway? Do we have to live it here?)

The gathering was reminiscent of the old warship days of the great sailing captains in which rendezvous were given and fleets set out, each ship loosely tied to the fleet, but each autonomous. No elephant walk but an amorphous movement towards an agreed goal. The Admiralty gave a destination; the captains conferred, then advanced as they saw fit, leaving independently as tides and preparedness dictated. There were tyrants and rational human beings in every fleet.

The advent of the power boat allowed captains to ignore time, tides... and man/woman. I hope that those who are used to a more sheep and sheep-dog approach to organising were not too 'at sea' in this unorganised yet purposeful and productive mélange.

The unsupervised meeting explored possibilities for our trip to the Broughton Archipelago and revealed sailors with huge amounts of information and esoteric facts little known to most. Lorne and Colleen, Hugh and Sylvia and Jim

*Continued on page 5*



HAROLD BROCHMANN PHOTO

*From the Shakedown cruise: the geology tour at Montague Harbour. Hugh Greenwood explains while appreciative cruisers listen (left to right): Hugh, Lucy Ford, Sylvia Greenwood, Jim Sinclair and friend, and Gordon Ford.*

## Sailpast and Opening Day

Great weather attracts great numbers!

Ever had the 'deer in headlight' experience? After reviewing last year's numbers of those who attended the Sailpast and using my prayer mat placed in proper direction, etc., I organised the food and refreshments for this year's Sailpast event.

After having a few gallons of chili left over from the Spring Clean-Up I was a little 'gun shy'. Anyway—with help—the club was set up, the food set out and it looked great. The weather was perfect for the Sailpast and it was fun to watch from the deck... then the lemming rush took place. Over 120 people appeared in the clubhouse almost at once and the bar and buffet were swamped. The dazed look people may have noticed was the opposite of the worry of 'what if you threw a party and no one showed?'

There must have been over 50 boats in the water and all that action made for some heavy appetites.

It seemed the buffet and bar emptied in minutes... actually one hour; and 99% of the people were fed and watered in time for the 'practice race' session with David Wood and the racers.

I believe everyone had a good time in spite of the \$1.49 day frenzy.

Thanks to Rick Gilleland at the bar, and Sharon and Sandi in the kitchen.

—Rick MacKinnon, *Staff Captain*

## Welcome to the clubhouse and grounds!

Much has gone on in the last little while. The Work Party was a great success, with many willing hands helping out. Almost all the items I had on the list were completed. Some jobs were big ones, and some were small, but all were important. A very large thank you goes to everyone who put in time on these tasks! I also want to thank the Staff Captain for an excellent job on the catering.

Not long after the Work Party, a small group of dedicated volunteers helped me out with painting the clubhouse floor and outside railings. Their assistance was enormously appreciated! The clubhouse is now in quite good shape, for the upcoming season.

Some fairly major work was done on the A-Frame during the work party and after, with a rebuilding and refurbishing of the entrance area. I appreciated the excellent help received on this job. In addition, I want to mention that Vera has taken on some of the painting herself, and is doing a great job. By the way, don't you think her garden is outstanding?

Grass cutting around the clubhouse is proceeding, now that we are into the fastest growing time of the year. The contractors are doing an excellent job of keeping ahead of the growth, and making the grounds look presentable.

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# On the docks

Last month's Work Party was an enormous success with twenty-five out of twenty-seven tasks completed before beer time. That is an achievement to be proud of. Thank you to all those volunteers who participated. The biggest 'thank you' goes to Ross Walker and Steven Carter for coming to the rescue of the stabiliser installation crew. What happened was that the crew could not get the stabilisers lifted up and over the top of the end pilings on B-dock faster than the tide was ebbing. Ross and Steven disappeared out of the parking lot but were soon back, this time by water, with Island Marine's tug and barge complete with a crane. With this equipment the stabilisers were quickly hoisted into place and secured. Oh! What one can do when the right tools are available.... Thanks once again to Island Marine Construction for taking charge of the problem and, without being asked, volunteering their equipment. Another important achievement was getting the wiring in place on B-dock and the new breakwater in preparation for McIntyre Electric to come in and complete the job of installing the power outlets.

Rob Denny is working on a new visitors' registration booth to replace the rather inadequate pigeon box we have now. It should be ready in time for our busy visitor's season. The 'leashed dogs' signs are up and in prominent positions so, hopefully, they will solve the problem of errant and darn right unsociable pooches bothering our members. To finish off, I have to mention that John and Ruth Pankhurst's team have finished painting the pier railings and they look great. Our thanks must go to John and Ruth, ably assisted on a daily basis by Les Price, and eight or nine other members who saw this job completed in double quick time. Some helped for half an hour, some helped for half a day. It's another example of our members' dedication to making our club a success.

—Derek Barrio, Rear Commodore



The finger stabilisers are all in place thanks to Ross Walker's pile driver



Ruth and John Pankhurst busily scraping old paint off pier handrail



Tony Burrigge and Lewis MacKay working on one of the A-dock ramps



Dog owners: take note!



Dan Phelan and Phil Mason also having a good time scraping away old paint



Hugh Greenwood 'heaving the lead' for a sounding prior to feeding wire into conduit with Peter Nuk and Derek Barrio looking on



One less UFO— unidentified foundling object (far left)

Rob Denny and Dave Arnott tearing Vera's rotten A-Frame deck apart—prior, of course—to replacing it with a new one (left)

Round Saltspring, from page 1

in making gains on boats who choose to go through the middle of the pass; but it comes to an end at Nose Point, and it is very hard to get any farther against the tide if there is no wind.

Overall, this is a similar tide and current situation to last year, which had almost all boats home before midnight. Let us hope it works as well this year.

### **The rating question.**

Most of you will have noticed that there is a \$10 additional charge on the Round Saltspring entry form for boats which do not hold a current PHRF-NW certificate. This surcharge is our compromise solution to the considerable pressure that has been brought to bear on our club (and on other Vancouver Island clubs) to require that all boats participating in any local regattas hold a valid certificate (which costs \$45/year).

Our club has taken the position that it is not reasonable to require a full certificate from boats who either want to take part in only their own club's regatta; or who are once a year racers. At the same time, we acknowledge that any boat that wants to compete, and be able to win a major trophy (like the Marshall Sharp, awarded to the overall winner) needs to have a fair handicap, and not one just pulled out of a hat.

In years past, Rick Tilby, who is the PHRF-NW regional handicapper, has provided invaluable help and advice to Kevin Vine (our Club Handicapper) in awarding fair ratings to all the boats who participate. He has done this for free, in the spirit of helping the sport and our race; but there is no doubt that we have been receiving a service for which we have not paid (except perhaps in beer!). This year's \$10 surcharges will be forwarded to PHRF-NW, as a gesture of appreciation for Rick's work, and to contribute toward the considerable costs of maintaining the system from which we all benefit.

At the same time, we are encouraging all SISC members who race on a regular basis to apply for a current certificate, since we enjoy the benefits of the system year round.

—David Wood

## **Found**

Small pair of reading glasses in car parking area. You may consider calling Dick Pattinson at 537-9547 if you have trouble reading this.



*FINAL DASH as seen from ALACRITY during the Bas Cobanli Memorial Trophy race*

BOB JONES PHOTO

## **RACING NEWS**

### **No-flying-sails race**

The idea was to take advantage of a day when so many boats were out on the water to lure them into taking part in a simple and non-competitive race. And to a heartwarming degree, it was successful. Five boats—ORACLE, BLUE PETER, BETHIA, CLASSY LADY and HESSIAN—which are not regular racers came out to join the eight faithfuls, and together agreed to sail to Welbury Spar and back in the steady 10 to 12 knot breeze.

In an effort to make those who are not regular racers more comfortable with the start, they were paired up with a more experienced racer, the condition being that the less experienced boat had to cross the start line ahead of their partner. (This arrangement was not offered to HESSIAN, whose crew have won more races than most of us have had hot dinners, albeit not all of them on Salt Spring.) This part worked well too.

What was something of a disaster was the fact that more than half the fleet took off around 5 minutes before the start, having paid too much attention to a shouted snippet of information, and too little to the flags being held up by our stalwart starter, Jim Ballantyne. As a result only four boats were not over early, while the rest were DSQ by the starter in an uncharacteristic 'no more Mr. Nice Guy' moment. If there was a lesson to be learned, both by the regular and not-so-regular racers, it was that it is unwise to follow another boat on the assumption

## **Racing schedule**

### **WEDNESDAY EVENING SERIES**

Around the buoys every Wednesday evening from May till August.  
1700 h start

Sunday, 16 May

**Re-scheduled**

### **WALKER ROCK RACE**

1000 h start, TL 1830,

distance 17.3 NM

Start - Welbury Spar (P)

- Walker Rock (P) - Welbury Spar (S)  
- Finish

Saturday, 22 May

### **ROUND SALTSRING RACE**

1000 h start

distance 42.0 NM

Sunday, 6 June

### **CHANNEL ISLES #2 RACE**

1000 h start, TL 1730,

distance 14.6 NM

Start - Batt Rock (P) - Welbury Spar (S) - Channel Isles (P) - Welbury Spar (P) - Batt Rock (S) - Finish

that it knows what it is doing: they are quite probably as confused as you are.

### **Race reports**

Reports on the Portland-Moresby (not completed) and Bas Cobanli races may be found on the club website at [saltspringsailing.ca](http://saltspringsailing.ca)

—David Wood, *Fleet Captain, Racing*

## Ladies' cruise '04

Come cruise with us as we go around Saltspring Island slo-o-o-owly, June 3rd, 4th, 5th. You're invited to BYOB (bring your own boat) or guest-crew on board *DOCENT* or *HESSIAN*. For more information please call Irene at 537-5184, or email [igibbs@saltspring.com](mailto:igibbs@saltspring.com). It's always loads of fun, and you'll be made most welcome.

—Irene Gibbs, *DOCENT*

### *Cruising, from page 2*

Sinclair know the area intimately after long experience and years of sailing the area. At least one of these skippers will be with each sailing.

There will be two departures. The first, with Lorne and Colleen Shantz, leaves Ganges on May 25th after the Round Saltspring weekend. Two boats so far in this group.

The second is due to sail on June 2nd and as of now there are seven boats included in this flotilla. Others are welcome. Other dates are possible. This is not an exercise in precision. We do what we love at our own pace, in an area unsurpassed in interest and beauty.

The trip out is expected to take about a week, give or take a day or two. Return times are the same. Firm times are, of course, impossible due to varying boat speeds, unscheduled stops, whim, etc. A direct 'out-and-back' is possible, however we hope some several days (weeks?) can be expended exploring the area which is vast, intricate and, as they say, a 'world class' cruising ground.

For a complete listing of proposed stops/route/fuel/food and watering places please call me 653-9253 or email for a copy to [meadow@saltspring.com](mailto:meadow@saltspring.com), remembering that I'm pretty deaf!

The club cruises are quite informal with boats joining and leaving the armada freely. Our first stops are at Clam Bay, Newcastle Island, Pender Harbour or Lasqueti Island before entering the target area. Each leg is expected to be a one day sail. There may be a gathering for good food and relaxation at 'Pierres' on the West side of Scott Cove, so if you are in the vicinity you would be welcome to join the feast.

For those travelling independently: take some cash. There are places who refuse plastic. Tune to channel 16 at 12 noon to learn of our preferred communications channel of the day. All B.C. marinas are now expected to use channel 66-A.

Coming up in June - The Maple Bay Cruise/Race. Look for postings at the clubhouse and end-of-the-pier notice board.

—Signed X (*the cabin boy*) (FCC)

## Wharfingering

### **Moorage**

Other than some shifting around on B-dock and the new breakwater, moorage remains as last reported.

Those who are headed out for a couple of days or more are asked to sign out on the board at the head of the dock. With the cruising season getting into full swing we can use spaces for visiting boats. Thanks to all for helping in this way.

### **Unplugged**

A reminder to unplug your power cord unless you have contracted for power over the summer. April 30 was the end of the winter electrical season.

### **Au revoir...**

to *PATRICIA, HOLDFAST, WINGS, BALLATER,* and *LITTLE DRAGON*. We hope they all have a wonderful time with their new owners, and in their new homes.

### **Can you help?**

Can you help us accommodate visiting boats during the Round Saltspring Race this year? Can you make your slip available for the weekend by going cruising or rafting with a friend, or are you willing to have a visitor alongside? Please let us know. 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.

### **Dinghy identification**

Thank you to those who have identified their unidentified dinghies.

As noted last month, the Board of Directors is adamant that dinghies must be 'readily identifiable' as per Regulation 6.2. Members of the wharfingering 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 identify your dinghy, not just the space!** Thank you.

### **Summer wharfingering**

The sign up board for summer wharfingering duties is posted in the entry to the clubhouse. Please choose your dates and take your turn (three days... or more if you can). This time is a good chance to catch up with boat chores and meet fellow boaters.

There will be an orientation session for those new to the game or wanting a refresher on May 18 at 1900 hours (7:00 p.m.) in the clubhouse.



GEORGE JAMESON PHOTO

## Bird count volunteer wanted

We have done a bird count for Bird Studies Canada once a month, September till March, in Ganges Harbour and in Annette Inlet on Prevost Island with our boat. The information is being used in a ten year survey. We are unable to continue with this project, and we wonder if anyone in the club would be interested in carrying on this survey. If you are interested, please call John or Heather Neville at 537-8824 or email [songbird@saltspring.com](mailto:songbird@saltspring.com).

### *Clubhouse and grounds, from page 2*

In the very near future, we will be expanding the lower parking lot, to create several more spaces. This work will be completed before the Round Saltspring Race weekend, if it goes according to plan. I would like to ask for your co-operation in parking elsewhere, while the work is in progress. At the same time, I would like to make a request that the lower lot not be used for over-night parking at *any* time. It would be appreciated if you could use the upper lots, keeping the lower one free for loading and day use only.

Wishing a great sailing and cruising season to all of you,

—Rob Denny, *Vice Commodore*

### *Basic wharfingering duties include:*

- Be on duty from 1300 – 1900 hours (1:00 p.m. – 7:00 p.m.)
- Check the washrooms for cleanliness and supplies
- Note your location on the docks on the chart at the registration box so that visitors can find you
- Keep an eye out for visiting boats and help them land. Check that they are, in fact, from a reciprocal club
- Direct boats to vacant slips if appropriate (check the board at the head of the pier for available slips)
- Give visitors an information sheet and key; point out to them facilities such as toilets and showers
- Note activities and incidents in the daily log section of the wharfingering's book
- Give next day's wharfingering a reminder phone call.

—Jon Healey, *Wharfingering* 5



johncameron.ca PHOTO

*Aerial photo of our club by John Cameron taken Monday, 26 April, 2004, in the afternoon at low tide of approx. 2.6 feet*



**The geology land-cruise**

*The May 8th land-cruise took us to a number of geologically significant sites on Salt Spring. Here, the group is examining 400 million year old rocks of the Sicker Formation in Ruckle Park. Recognisable in this photo are (left to right), George Wachmann, Jim Ganderton, Tony Burrige, Flo Ganderton, Jenny and Derek Barrio, Rob Denny, Harold Brochmann and, providing the scientific interpretations, Hugh Greenwood. Not a member of this crew, but coincidentally in the photo, is club member Rod Macdonald in ROMANCE. If you'd like to know more about how Salt Spring came to be here, take a look at Hugh's articles in the March 2004 TellTales, online at [saltspringsailing.ca](http://saltspringsailing.ca)*

**Your club needs you!**

A nominating committee has been struck consisting of Phyllis Waltho, Barb Todd, and Nick Hodson to find a team to lead the club in 2005.

Some of the current Board of Directors, who have served you so well, have volunteered to continue for another year and some have decided to step down. They have all done a superb job and we owe them our thanks. It is now time for other members to fill their roles. It is the responsibility of all members to contribute to the smooth running of the club and to serve on the BOD. We need volunteers to fill the vacated positions and we ask all members to consider the roles of each position and to see how your past professions, capabilities, interests, and experience will fit, and to step forward to help your club. The duties of all these positions are not arduous, they are prestigious, they are positions which are extremely rewarding, and they are leadership positions.

Examine your backgrounds, consider the importance of contributing to the management of your club and... volunteer!

—Jim Ganderton  
Chairman, Nomination Committee