



SALTSPRING ISLAND SAILING CLUB

# Tell Tales

VOLUME 23 • NUMBER 9 • NOVEMBER 2004



The annual leaf-gathering and disposal went better than usual since new member, Norm Elliot, brought his large truck in to help.



Ron Sturm and Hugh Greenwood raising a dock finger before adding more floatation (above); new member Bob Reynolds sorting wires leading to end of A-dock (right)

## It was a dark and stormy day...

at the Fall Work and Clean-up Party... and approximately 80 members came to pitch in and help with our fall clean-up. After the coffee break everyone seemed to get really energised, and pretty much finished Rob Denny's task list before the lunch was served. This admirable work ethic was rewarded by great chili, salads, buns and cookies from our terrific resources, GISS kitchen class, Embe and Thrifty. For once the chili order was correct and there were only two extra bowls after the hungry crew was through. My special thanks to the kitchen crew who assisted with serving the multitudes. Their volunteerism is unmatched.

—Rick MacKinnon, Staff Captain



Salt Spring Island Sailing Club  
Annual General Meeting  
Tuesday, 30th November, 2004

### AGENDA

Call to order at 1930 hours  
Minutes of previous  
Annual General Meeting  
Business arising from minutes  
Treasurer's report  
Reports of officers  
Notice of changes to Bylaws\*  
Changes to Regulations\*  
New business  
Election of 2005 Executive  
Adjournment

\* See notes on page 5

—J.B. Ballantyne, Secretary

### Reminder!

## The Commodore's Ball

is taking place on

**Saturday, November 27th  
at Meaden Hall**

with cocktails starting at 1800 hours

Dress is civil, Decor is unusual,  
Decorum is relaxed and expectations  
are high for a fun evening  
with our Commodore!

**Please have your cheques for  
tickets in the Staff Captain's slot  
by Saturday, November 20th.**

Tickets will be issued at the entrance.

## Come to our annual Christmas Party

Tuesday, December 14th  
at 1900 hours

This evening promises to be  
entertaining, with our  
MC, Phyllis (I promise not to  
embarrass anyone) Waltho playing  
Santa, with a helper.

All those attending are to  
bring a 'gift' for what turns out  
to be a race to see who  
'ends up with the fish' exercise.

**We are also asking all those who  
attend to bring something for  
the Salt Spring Island food bank.**

This will not be a dull night but  
rather one for imaginative gift  
exchanging and socialising banter.  
The evening will be complete with  
snacks and refreshments for all  
those who bring copious amounts  
of food for the food bank!

—Rick MacKinnon



**Deadline for the next  
Tell Tales is 10th December**

## House and grounds

Our November 6 Work Party was a phenomenal success. Thank you to everybody who turned up, in the not too pleasant weather. In spite of the drizzle, we managed to accomplish all that I had hoped for, and more. Everybody put in a really good effort, and I appreciate that. Our club grounds now look much cleaner and tidier than before. What astounded me most is how much material we hauled away, in the form of leaves, branches, etc. If it were not for Norm Elliot's truck, the task would have been much more difficult.

I also want to mention the main parking lot, which looks enormously better, with a fresh layer of gravel spread on it by the very generous Norm Elliot. Thank you, Norm.

Of course, the work party would not have been what it was, if it were not for the wonderful food and drink provided by Rick MacKinnon, and his amazing volunteers. Great job, Rick!

To finish, I want to thank all the members who have supported me during my term of office. You have made my job enjoyable and satisfying. We have accomplished a lot, in the last two years. Likewise, I offer my support to the incoming Board members. I wish all members of the club, the very best!

—Rob Denny, *Vice Commodore*

## Wharfingering

### Moorage

Here is a roundup of changes over the summer and fall.

RASCAL (Ron Besley and Karen Berg), AES SEDAI (Jean-Paul Krauss and Debbie Brandow), TANGO DEL ANGEL (Conrad Bielicki and Mariola Jamrozinska) and MON AMI (the Byrnes) have new slips.

We bid farewell to MY JO (Derek Sowden), GEORGIA LEE (the Arnotts), and CELERITY TOO (the Jim Spencers).

Please welcome the Arnott's new boat, NESIKA, a 48' ex-forestry boat and, at the opposite end of the scale, Jim Spencer's new Boston Whaler and Ping Drage's LITTLE DRAGON, a 17' Davidson.

### Winter

The winter winds are building, so be extra careful to have your halyard bungees and your tarps and covers well secured.

The winter electrical season is upon us. Make sure your extension cord is a proper one, with a three wire grounded plug. Not sure how much power you are using? Give me a call at 537-1222 to arrange to have the electrical draw checked.

Double up your mooring lines and put chafing gear where needed.

### Dinghies, dinghies, dinghies!

Is yours clearly identified with owner or vessel name?

—Jon Healey  
*Wharfinger*



*The happy crew manning the galley during the Work Party:  
Jenny Barrio, Sylvia Greenwood, Susan Paynter and Colleen Shantz (left to right)*

## On the waterfront

### Another successful Work Party...

on the docks has passed with most of the jobs on the list completed, this time in less than ideal weather conditions. Looking back on previous work parties we have enjoyed almost perfect weather so I guess this was our turn to have a wet one.

Our stalwart crews took on tasks with the usual vigour; some on their hands and knees pulling cables through A-dock or hanging over the edge of the new breakwater checking the tightness of the massive 2" bolts which hold it all together. Others nailing, grinding and setting screws. Meanwhile a finger was being lifted out of the water in order to add styrofoam buoyancy to its outer end. Not far away, Island Marine Construction's tug was being employed as scaffolding to lift another stabiliser on to the end of a rather wobbly finger. What a great bunch of people!

For those who found it an 'out of control' experience, the ramp has received a new layer of non-skid expanded metal so

"goodbye" to the ski-slope feeling while trying to control a loaded barrow on a wet day at low tide!

My thanks to all of you who turned out on such a soggy day and got things done, and to the Staff Captain and kitchen crew who kept us going with coffee breaks and a great lunch.

Regarding the dock water supply, please get any boat cleaning done, tanks filled/flushed as soon as possible as the frosty weather could close in at any time. Last year the water was turned off on November 4th—so anytime now!

A sign will go up on the pier gate, giving members a few days notice prior to turning off the water.

As this is my last report to the members as Rear Commodore, I would like to offer my sincere and heartfelt thanks to the entire club membership and, in particular, the members of my sub-committee who were always there at the drop of a hat to do whatever needed to be done. Thank you for the tremendous support and cooperation you have extended to me and which I am sure you will continue to do with my successor. It has been both a privilege and pleasure to serve as Rear Commodore.

—Derek Barrio, *Rear Commodore*

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

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# RACING NEWS

## Fall Series

The Fall Series was made up of 9 races, one more than usual because the Portland-Moresby race could not be completed when it was first sailed in the Spring, and we could not find a spot to fit it in until the very last day of the season. Bob Jones' excellent reports on each of these races can be found on our website at [saltspringsailing.ca](http://saltspringsailing.ca).

The Fall Series is nothing if not varied. It includes the Night Race, the Single-handed Race, a weekend race in August to Pender Island, as well as a selection of more standard medium distance races in Captain Passage. The weather was as varied as the racing, beginning with an incredibly wet sail to Port Browning in August and ending with a very cool trip around Portland and Moresby on Halloween. For the most part we were lucky with the wind; breathless mornings almost always saw some wind come up as the sun got higher, and stay around long enough for us to finish the course—except in the case of Portland-Moresby, which was sailed on the first day of standard time. As the early dusk fell so did the wind, leaving just three boats close enough to the finish line to drift over before the ebb became too strong to make any headway against the tide. In the end the placings in this last race did not alter the outcome of the series (although it did for the Points Trophy—see

below). As is often the case, persistence was rewarded, and *ALACRITY*'s regular attendance and consistently good sailing secured her first place. She was followed by *ELECTRA* not far behind, whose good showing is particularly impressive given that Roger was away for several weeks and missed three of the races. The placings for the series are shown below.

## Points Trophy

Going into the Fall Series, four boats were in a position of contention for the Total Points, with *WESTWIND* ahead of the pack by more than 100 points. It says something about the easy going attitude of Salt Spring racers that Ole Andersen then decided to do other things with his boat and his life, and missed the first four races of the Fall Series. It is nice to know that having fun, both on and off the water, still comes before winning. Missing four races makes it very hard to win a 9-race series, and by sacrificing the series Ole all but gave up his chance of winning the Points Trophy, leaving *ALACRITY* and *ELECTRA* to duke it out. Despite a very strong finishing spurt by *ALACRITY*, *ELECTRA* was able to take the series, and even had it in the bag before the last race—all Roger had to do was cross the start line, and no one could beat him.

All of Bob Jones' race logs and individual race results can be found at [saltspringsailing.ca](http://saltspringsailing.ca)

## Racing schedule

Saturday, 13 November

**SEASON'S END RACE**

••• **CANCELLED!** •••

Sunday, 28 November

**RACE and RACING AWARDS**

See late breaking news on page 6 about this **rescheduled** event

Of the 26 races which count toward the Total Point trophy, *ELECTRA* sailed in 19, and finished first or second in 16, showing in no uncertain terms Roger and his crew's ability to sail consistently at a high level. He seldom makes big mistakes, is aggressive in his sail handling, often carrying a spinnaker at times when the rest of the fleet does not have the energy to do so, and gets excellent boat speed in almost all conditions. At the same time he is a relaxed and easy-going competitor and gets the results without having to raise his voice. *ELECTRA* is a very worthy winner of the Points Trophy, and will be as tough to beat next season as she has been this year.

Second place in the Points Trophy was very closely contested, and was not decided until long after darkness had descended on the last race. In the end the wind gods did not favour *WESTWIND*, and she was unable to complete the course against the foul tide,

*Continued on page 5*

## Fall Series results with one throw-out

| SCORING RACE         | T/T Pender Leg 1 | T/T Pender Leg 2 | T/T Night Race | T/T Montague Short | T/T Single-handed | T/T Captain Passage | T/T Channel Isles #3 | T/D Jack Langdon | T/T Portland Moresby | Total Points |
|----------------------|------------------|------------------|----------------|--------------------|-------------------|---------------------|----------------------|------------------|----------------------|--------------|
| DISTANCE             | 12.4             | 17.8             | 2.5            | 6.4                | 4.4               | R/R 9.5             | 11.5                 | 13.0 RH          | R-R 26.2             | One Throw    |
| <i>ALACRITY</i>      | 50               | 100              | 67             | 60                 | 78                | 33                  | 100                  | 71               | 71                   | 597          |
| <i>ELECTRA</i>       | 100              | 50               | 100            | 80                 |                   |                     | 88                   |                  | 100                  | 518          |
| <i>FINAL DASH</i>    |                  |                  |                | 40                 | 22                | 67                  | 13                   | 86               | 86                   | 314          |
| <i>WESTWIND</i>      |                  |                  |                |                    | 89                | 83                  | 50                   | 43               | 14                   | 279          |
| <i>FANDANGO</i>      |                  |                  |                |                    |                   | 100                 | 63                   | 100              | 14                   | 277          |
| <i>JEEKERS!</i>      |                  |                  |                | 100                | 66                |                     | 75                   |                  |                      | 241          |
| <i>SOUL DANCER</i>   |                  |                  |                |                    | 56                |                     | 38                   | 29               | 14                   | 137          |
| <i>YEOMAN</i>        |                  |                  |                |                    | 45                |                     |                      | 57               | 14                   | 116          |
| <i>DERYN MOR</i>     |                  |                  |                |                    |                   | 100                 |                      |                  |                      | 100          |
| <i>QUESTO</i>        |                  |                  |                |                    |                   | 50                  |                      | 14               |                      | 64           |
| <i>AQUILA MIA</i>    |                  |                  |                |                    | 33                |                     | 25                   |                  |                      | 58           |
| <i>CAT DANCER</i>    |                  |                  | 33             |                    |                   | 17                  |                      |                  |                      | 50           |
| <i>LONE RANGER</i>   |                  |                  |                | 20                 |                   |                     |                      |                  |                      | 20           |
| <i>ORACLE</i>        |                  |                  |                |                    | 11                |                     |                      |                  |                      | 11           |
| <i>MINKE</i>         |                  |                  |                |                    |                   |                     |                      |                  |                      | 0            |
| <i>ALMUCANTAR</i>    |                  |                  |                |                    |                   |                     |                      |                  |                      | 0            |
| <i>SAORSA</i>        |                  |                  |                |                    |                   |                     |                      |                  |                      | 0            |
| <b>BOATS ENTERED</b> | 2                | 2                | 3              | 5                  | 9                 | 6                   | 8                    | 7                | 7                    |              |

# Profile of a racing sailor: Bob Jones

## *When, where and how did you start sailing?*

In 1946 I was nine and living on the south coast of postwar England. The Army swept the local beach for mines, removed the barbed wire and said we could use the beach. This was the signal for Dad and friends to assist in the rigging and launching of the neighbour's 14 foot sharpie. I recall assisting but probably was more in the way. We launched from an open beach between the waves. The art was to get the centre plate down and sails drawing before getting aboard and before the next wave broke. Dad taught me the basics in this boat. The owner gave us freedom to use the boat in exchange for maintenance. Dad also ensured that I knew how to clean and oil.

## *What boats have you owned or sailed. Which ones gave you the greatest pleasure; why?*

My first boat was a 9 ft gaff-rigged dinghy (all the spars fitted in the hull for transport). It was kept at home and launched off the above mentioned beach. Dad and I built a trailer for her and I spent many hours badgering my parents to take it to the beach behind the family motorcycle and side car. This experience instilled an affinity with the sea and sent me off on a seafaring career at sixteen.

Some 14 years later I had married, got a shore job and needed a boat. I bought a twin-keel Halcyon 23 as a bare hull and spent a year fitting her out. With a very young family we elected to sail on Lake Windermere in Cumberland. This was gentle sailing in spectacularly beautiful surroundings. My wife and I enjoyed it, and the children put up with it. We had three good seasons before we came to Vancouver.

A few days after landing in Vancouver and starting work I was dispatched to Crofton to visit a ship. The glorious view from the gate above the dock looking across to Salt Spring is still vividly in my mind. (A week earlier I had been working in the 19th century Liverpool waterfront). Again I needed a boat. Step one was to become a Jib Set sailing instructor. This way I had use of the Cal 20s and also created a boat fund. I was in awe of the whole B.C. coast. I needed a *big* boat. Fortunately my buddy at work felt the same way. Between us, we built a 42 foot Wharram catamaran—one hull in his yard and one hull in mine. Mercifully the hulls matched when they were joined and we had 9 years of discovering the Coast. It was a very basic boat but it was cheap, had lots of deck space for children and could do 14 knots off the wind. (This boat is now a Charter boat on Lake Isabel, Guatemala. I chartered her for a day some 6 years ago. She was still using the original 20-year-old

main from Gary Storch). This had been 'family sailing', voyages of discovery, many happy days at Pirates Cove and the annual pilgrimage to Victoria to visit the Miniature World in the basement of the Empress Hotel. She was a good boat that fitted the needs of two families well at the time.

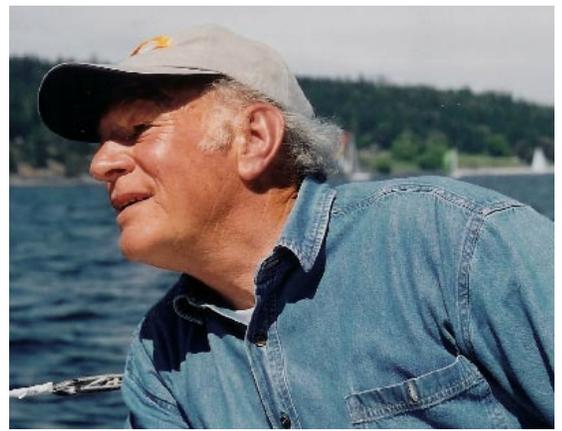
I came by *ALACRITY* almost by accident. A business acquaintance owned her, had done an Awlgrip job on the hull and run out of money. I gave him a 'stink bid' and forgot about it. To my horror a month later he accepted. At the time I had no idea what a sweet sailing vessel I had acquired. However, right from the first sail I knew I had a jewel. She was beautifully balanced and compared to the Wharram, a palace down below. Our first significant blow was a passage from Gibson's to Squitty Bay against wind and tide. With two reefs in the main and a blade I had never used before, she seemed to claw to windward and still remained balanced. That passage remains one of the most rewarding experiences in *ALACRITY*. Over the last 14 years there have been many adventures and without a doubt she has been my best boat. I suspect that *ALACRITY* will also be my last boat. If the glossy boat reviews in the sailing magazines really get to me there is always the charter market.

## *What kind of sailing do you enjoy most?*

What a tough question! If I look at my boating over the years then I guess gunkholing in strange waters has yielded the most unexpected pleasures, but this is not sailing. Gunkholing is usually conducted under power at about 3 knots with one eye on the depth and the other on the chart or plotter. Under sail I must confess to the selfish satisfaction of a single-handed passage but then again what can be better than the comfort of a warm cabin with your partner after an exhilarating passage that got you to where you had intended to go. One of the great pleasures is the simple afternoon sail in Ganges Harbour. We get better winds than most of the islands, there are ample challenges for the adventurous rock hopper and there are spectacular views of high mountains and steep cliffs. There are quiet anchorages in abundance. In summer there are many other boats to provide interest and comment. In winter there is often solitude. Many of the world's sailors would kill for what we have.

## *Why do you race? What makes racing different from the rest of sailing and how does it affect the way you sail?*

It may have been noticed that I enjoy racing. I came to it late in life. I always considered myself a reasonable sailor until I started racing with the club. Some will remember my very slow learning curve in this aspect of sailing. I am quite surprised at how much



I get out of racing as I had never really had much interest in competitive sports. Racing is a challenge and a superb teacher. If you want to get the most out of your boat you have to race. The simple fact is that you will push your boat more when you race and we quickly learn that the boat can hold up much better than expected. Our faith in our boats' abilities is reassured. Racing is great preparation for serious cruising.

Having raced, my sail trimming has improved. I have learnt to carry less sail, not more, and trim to a fuller sail. If cruising, and strong head winds are encountered, I am more likely to shorten sail and tack than put on the motor.

## *What are the best things about racing at SISC?*

Without a doubt, the best aspect of racing with the club is the enviable ratio of camaraderie and competitive spirit. We all try hard but are quick to congratulate winners. New racers are given every encouragement and many valuable experiences are passed on. And then there is the race course. Does any other club have such a wide range of courses set amid such spectacular scenery? Fickle winds and tides that do not always behave according to the tide book provide that element of chance that can humble the most proficient or sweep a new racer into the winner's circle. Combine all this with the occasional post-race BBQ and the well-established club organisation and it is not difficult to see why racing at SISC is such a pleasure.

## *What would make racing better at the club?*

I think racing at the club is now as good as I have known it. Historically, a weakness was a very large spread of ratings, but insufficient boats to run more than one class. Currently the rating spread is much smaller which allows more even racing. It would be great to see a regular fleet of 10 or 12 boats, more than that and I think some of the enjoyable informality would be lost. We could try setting some new courses; our options are almost endless. In asking the question we should not forget that in addition to all the wonderful attractions mentioned we enjoy the company of great sailors who make worthy competitors. Perhaps we should say nothing and keep it all a secret.

# Summer Wharfingers' Get-Together postponed

Sad circumstances have kept me away and required that this event be postponed. We would still like to go ahead but as the rest of November and December are already full of fun events we are putting the appreciation night off until January 6th. This might be a nice wind-down from the holiday festivities.

Summer wharfingers: please join us on Thursday, January 6, 2005, at 1930 in the clubhouse. We'll have refreshments, a draw for some small but useful items, a short discussion of what went well and suggestions for future years in the program. Bring your spouse, partner or a friend.

—Jon Healey  
Wharfinger



Racing news, from page 3

while *ALACRITY*, not without difficulty, was able to creep across the line in the pitch black and get third place points for the race (71). This was just enough to enable *ALACRITY* to edge out *WESTWIND* (which could not finish and received only 14 points) to take second place for the year by 9 points. *ALACRITY* again showed remarkable consistency, getting into the winners circle in 11 of the races in which she sailed. Last year *ALACRITY* won the Points Trophy, and her second place finish this year shows that this was no fluke. She is a well-sailed and very competitive boat, and her hard-working skipper Bob retains his cheerful countenance wherever he finishes in the fleet.

It is great to see *WESTWIND*, a relative newcomer to the racing fleet, do so well in her first full season. Everyone, and particularly his crew, would agree that it could not happen to a nicer guy than Ole Andersen. *WESTWIND* came in the top three in 12 of the 20 races which she entered. *FINAL DASH* was fourth overall, with 12 placings in 19 races.

A number of other boats sailed very well, but did not take part in enough races to give themselves a reasonable shot at the Points Trophy. At the top of the list is *DERYN MÔR*, which came first in 3 of the six races she entered; followed by *FANDANGO*, which won or placed in 6 of her 12 races. Other very worthy and enthusiastic competitors include *YEOMAN OF CESTRIA*, *AQUILA MIA*, *CAT DANCER* (enthusiastic and noisy!), *ORACLE*, *MINKE* and last but not least, *JJ FLASH*, which everyone hopes to see out on the water more, even if the only view we will get is of her stern fast diminishing in the distance.

—David Wood  
Fleet Captain, Racing



## SALTSPRING ISLAND SAILING CLUB

5th November, 2004

Re: Annual General Meeting

The following members have been nominated by the Nominating Committee to serve on the Board of Directors of the club for the next year, 2004-2005, in the positions stated. They will be proposed at the Annual General Meeting to be held at the clubhouse on Tuesday, 30th November 2004.

|                         |                 |
|-------------------------|-----------------|
| Commodore               | April Steel     |
| Vice Commodore          | Nick Hodson     |
| Rear Commodore          | Norm Dinsmore   |
| Fleet Captain, Racing   | David Wood      |
| Fleet Captain, Cruising | Marc Lalonde    |
| Fleet Captain, Dinghy   | John Wellingham |
| Staff Captain           | Arlene Dashwood |
| Wharfinger              | Bob Scott       |
| Secretary               | Greg Harmeson   |
| Treasurer               | J.P. Krauss     |

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

Jim Ganderton (Chair), Phyllis Waltho, Barb Todd, Nick Hodson

## AGM Agenda notes

### Bylaw changes

Motion(s) to make the following changes:

#### 1. Membership

b) iii) amend following 'nor have moorage privileges.' 'But may have dock privileges, to have dry storage for dinghies on availability of space.'

b) iv) amend 'Honorary Life Members shall be entitled to vote and take part in the business proceedings of the Club. Moorage privileges shall be retained while residing on Salt Spring Island.'

#### 3. Election of New Members

a) amend '...submitted on the proper form to the Secretary together with the application fee. The application shall be directed to the membership committee Chair, who will report the findings of the Committee to the Board of Directors after a meeting between the Committee and the applicant. Associate...'

c) delete 'following an interview between the applicant and the Board of Directors'

e) delete (as now redundant)

#### 11. Election of Officers

b) amend '...one of whom is a Past Commodore,'

f) be added 'The Board of Directors, in the event of a vacancy, shall have the power by a majority vote to fill any vacancy which occurs in the Board of Directors by appointment of any Regular member who has been in good standing for one (1) year prior to such appointment.'

#### 12. Removal of Officers

c) delete (as now 11 f)

### Regulations

Housekeeping changes.



## Wanted

A pump for my swiftly deflating dinghy. Mine died an honourable but final death. If you have an old one or a spare, I would be delighted to buy it. Jim Ganderton, 537-1345.

# Work Party 2004—perfect weather... for ducks!



Totally soaked David Woodman and Ray Martin check the massive bolts holding the breakwater/dock together



Harold Brochmann doing his annual willow tree slashing—here instructing Rick MacKinnon in how to de-limb the green victim

- | CLUBHOUSE                |                                    |
|--------------------------|------------------------------------|
| A) DOCK-INSTALL          | RAKE LEAVES, EVERYWHERE            |
| -INSTALL                 | CLEAN UP ROCKERY, TOP LOT          |
| A) YELLOW MAX SKI        | DUMP BURNABLES INTO TRUCK          |
| 8) C' DOCK-REPLACE       | CLEAN ACCESS TO WATER VALVES       |
| 6) BFC-REPLACE           | CUT BLACKBERRY VINES AT UPPER      |
| 1) F' DOCK-GRIND ROUGH   | CUT UP PLASTIC GARBAGE FOR DISPOS  |
| 8) NEW B/W #B DOCK-CH    | CLEAN CUTTERS - CLUB H. + SHED     |
| 9) STABILIZERS-INSTALL   | TRIM WEEPING WILLOW                |
| 10) LISTING FINGER-ADD 1 | REFINISH MEMORIAL BENCH            |
| 1) FINGER FLIES-SCRB     | RAKE DOG RUN                       |
| 1) DOCKS GENERAL-RESET   | CLEAN + LUBE SLIDING DOOR TRACK    |
| 3) E DOCKS-CORRECT ABRN  | SCRUB DECK - BRUSH + WATER ✓       |
| 1) DOCK WHEELBARROW      | TRIM + WEED JUNIPERS - LOWER BANK  |
| 1) INFLATABLE DINGY DOG  | CLEAN PATHS, STEPS, WALKWAYS, ETC. |
| X NERPS RINGS+P          | FILL HOLE IN LOWER PARKING LOT     |
|                          | PUT GOOD WOOD IN SHED              |
|                          | CHECK OUTDOOR SODIUM LIGHTS        |

## Late breaking racing news

### The Awards Night postponed!

The new date is Sunday 28th November. Please mark this day on you calendar—it is going to be a full day for the racing group!

0930 Skippers meeting for the first of the Snow Flake Race Series.

1015 Start from Second Sisters. Ole will provide more on the course and the balance of the series.

After the race we adjourn to the clubhouse for an informal meeting to review various initiatives we are considering for next year.

We will also collect the ballots for most improved skipper or crew member. (If there are no ballots, email your nomination to me or write it on a discarded sail and bring it to the meeting.)

After all the above, pizza will be provided (bring your own beverage) and we will have the Awards event.

I would stress that the meeting and awards are open to all racers, skippers and crews who have an interest in the racing groups activities. This is an important meeting, so please try to attend even if you do not race in the morning. We will advise a meeting time once we have the race course sorted out but about 1400 is a reasonable estimate.

—Bob Jones, ALACRITY

## The scoop on tax

By Harold Brochmann

Every once in a while one of our members sells his boat, and perhaps buys another one to replace it. Such transactions involve the payment of sales taxes. Here is the scoop on who pays what.

There are several scenarios, each with different implications for GST and PST. For the purpose of illustration the price of the boat in each case is assumed to be \$20,000.

Scenario 1: If the boat is sold through a yacht broker both GST and PST are payable. These taxes are collected by the broker from the buyer and passed on to the federal and provincial governments. It doesn't matter whether the boat is licensed, registered (has a number) or neither.

Example. The dealer gets 10%, or \$2,000 in commission. The seller gets \$18,000. Taxes amount to 14% of the selling price, or \$2,800. The buyer pays \$22,800.

A total of \$4,800, or \$24% of the price of the boat is 'lost' in the transaction.

Scenario 2: If a boat is given in trade with a broker the taxes are calculated on the difference between the values of the boats.

Example: Suppose a broker sells your boat for \$20,000 and you get another one from him for \$30,000. The person who buys your boat pays \$22,800 of which you get \$18,000 as calculated in Scenario 1. In addition to the \$30,000 price of the new boat you have to pay 14% of the \$10,000 difference which is \$1,400 in tax. In other words you end up paying \$31,400 – \$18,000 = \$13,400.

If the boat you buy is less than the boat you sell, you do not get the tax difference refunded!

Scenario 3: You sell your boat through one broker and buy through another.

In this case you pay taxes on the full price of the boat you buy rather than on the difference. Selling a boat for \$20,000 and buying one for \$30,000 through different brokers will cost you \$4,200 in sales tax and your total cost in this case \$30,000 + \$4,200 – \$18,000 = \$16,200.

Scenario 4: If a registered or licensed boat is sold privately, GST is not applicable. However, the buyer is responsible for paying PST.

Example: The seller gets the \$20,000. Taxes are 7%, or \$1,400. The buyer pays \$21,400.

The amount 'lost' in the transaction is 7% of the price of the boat.

What happens in some cases is that the buyer and seller agree that the price reported to the tax collector is only, say, \$15,000. I would never do a thing like that myself, of course; but if someone were to do things this way, the tax would be \$1,050 for a 'saving' of \$300.

The fourth scenario raises the question of how the PST people will know whether or not the sale took place. If you go to [http://www.rev.gov.bc.ca/ctb/publications/bulletins/sst\\_114.pdf](http://www.rev.gov.bc.ca/ctb/publications/bulletins/sst_114.pdf) you can read that they say they search the federal boat registries from time to time for changes in ownership.

Scenario 5: An unregistered or unlicensed boat is sold privately. In this case there is no record of who owns the boat or that a sale has taken place. But that doesn't matter. The sale is still subject to PST. But maybe 'what they don't know doesn't hurt them'? Let your conscience be your guide.

In the next TellTales I will discuss what is meant by registration and licensing of boats.

