



SALTSPRING ISLAND SAILING CLUB

Tell Tales

VOLUME 23 • NUMBER 8 • OCTOBER 2004



Start of the re-scheduled Captain Passage race, 10th October:
DERYN MÔR, WESTWIND, ALACRITY, FINAL DASH, FANDANGO and QUESTO

Commodore's message

The fall season is upon us and with the end of the summer sailing season comes a number of tasks for the Salt Spring Island Sailing Club.

Jim Buchan's boat *TABASCO* is now owned by the Sailing Club. Clean-up of the boat will start soon.

A review of our club bylaws has resulted in some updating in order to align them with more current general practices. These updates will be voted on at our Annual General Meeting in November.

Lynetta Rasmussen has graciously volunteered to take over the editorship of the club yearbook which has been so ably done in the past by Nigel Denyer.

The Sailing Club has donated \$500 towards the restoration of the Conover Cabin on Wallace Island. Thanks to Lorne and Colleen Shantz for making this wonderful suggestion.

See you all at the Fall Clean-up on Saturday, November 6 at 9 am!

—Russ Crouse, *Commodore*

Reserve your tickets now for the November 27th Commodore's Ball

After the Work Party, the next planned official function is our Annual Commodore's Ball, during which we honour the Commodore for all his efforts over the past year in keeping the Salt Spring Island Sailing Club one of the most renowned self-help mariner clubs.

It'll be a celebratory gathering of like-minded party-goers who might exaggerate stories and personal attributes to the extreme, dance 'til they drop and yet still present a dignified decorum that you would expect at a Sailing Club function. The event will be held at the elegant Meaden Hall located adjacent to the holding cells at the local RCMP detachment, and the fine dining will be produced by the gourmets from the Legion's Ladies' Auxiliary.

The music this year will be presented by The Swells—appropriately named for the Commodore's big event. This extremely versatile five-piece band plays everything for those 18 years and older, i.e. rock 'n roll to ballads to fine waltzes so everyone

Come to the FALL WORK and CLEAN-UP PARTY!

Saturday, 6th November
at 0900 hours!

There'll be plenty of coffee and snacks for the mid-morning break and a hearty luncheon for all the volunteers.

And of course there will be the complimentary refreshment (great beer) for those who stick around 'til 1530 hours (unless Rob Denny has given us so many tasks that we have to wait!)

Bring your favourite tools and get ready for a day of real Sailing Club camaraderie!

October 30th social CANCELLED!

See more on page 6

will have a chance to get up on the dance floor! We will also have intermittent entertainment from the MCs, as well as other offerings.

This evening promises to be something different for everyone, so get your tickets early. The tickets are priced at only \$25 per person which will give you all the fun you can handle in one evening!

You can reserve tickets for the Ball by either dropping off a cheque in the Staff Captain's slot in the clubhouse, or by phoning me at 537-1352. Please be sure to reserve your tickets by Saturday, November 20th, as those who have purchased their tickets by this date will be eligible for a special prize draw. All those who purchase tickets after this date will participate in the Annual Commodore's Clean-up Ball held on the dance floor in the kitchen.

—Rick MacKinnon, *Staff Captain*



Deadline for the next Tell Tales is 5th November

On the docks

At the last General Meeting on September 28, I brought up the subject of the rotting phone booth at the pier end and my suggestion to use the old visitors' registration box to replace it. Well, it worked! Marc Lalonde was so displeased with my idea that he volunteered to build a new one. Thanks Marc.

Now to get to the serious work party stuff:

Ross Walker and Steven Carter will bring their green tug over to the club and lift the last two finger stabilisers over the end pilings.

The ramp will get a new expanded metal surface.

The boats at the end of A-dock will get power.

The number of rescue ladders is inadequate so new ones will be made and installed between all the fingers throughout the marina.

Our speed-boat *YELLOW MAX* has to be made uncapsizable by totally filling it with styrofoam right up to the gunwales. In other words, make it devoid of any spaces that collect rain or wave water.

Lastly, the listing of the BCFC dock is one job that seems beyond our capabilities and will require help from professionals. Island Marine Construction is looking into the possibility of using a discarded propane tank; the sort that is shaped like a torpedo, about 8-10' long. If any member knows the whereabouts of one of these tanks, please let me know as soon as possible.

It sounds like a whole lot of fun for our extraordinarily skilled members to enjoy. See you on November 6th!

—Derek Barrio
Rear Commodore

Summer wharfingers' get-together

Were you one of those members who participated in the daily wharfinger program over the summer? If so we would like to extend a hearty "thank you" for your assistance. We had an excellent season with well over 300 visiting boats.

As a special thank you we would like to have as many summer wharfinger folk as possible join us for an appreciation evening on Tuesday, November 9th at 1930 in the clubhouse. We'll have some interesting refreshments, a draw for some small but useful items, and a short discussion of what went well and suggestions for future years in the program. Please bring your spouse, partner or friend.

—Jon Healey
Wharfinger

Wharfingering

First, I would like to thank all those folks who have acted as daily wharfinger during the summer. Over 70 members participated and, as far as I can tell, 99% of the days were covered without a hitch. There were only a few problems and for the most part these were dealt with by the person on duty. Our visitors have been well looked after. Thank you!

We want to offer a more substantial thank you in the form of a bit of refreshment and have a debrief of the summer, issues, suggestions, etc. on the evening of November 9th as noted elsewhere in *TellTales*.

We hosted well over 300 visiting vessels to date and still have the odd visitor dropping in. Most visitors were from local clubs with SNSYC, NYC, and RVYC heading the list. Members from all 15 reciprocal clubs visited our docks. I wonder how many of our members visited other clubs?

Moorage

Our waiting list continues to grow. We still have ten members looking for moorage and there are several new members coming on board. Some vessels have sold or are in the process of being sold but the members concerned are looking for a replacement so only one or two slips have become available. We have been able to accommodate a few boats over the summer through sublets and are hoping to have one or two more permanent spots open soon.

Some questions have come up regarding moorage charges. The charge is based on the measured length of the vessel or the size of the slip, whichever is greater. So we may have a 22 foot boat in a 30 foot slip because the owner prefers that slip. In this case the moorage charge is based on 30 feet.

A measured length is the length overall, including all protrusions such as pulpits, bowsprits, and dinghies hanging off the stern. In some cases this summer we have seen dinghies appearing off the stern of vessels. If this is a short term situation—owner just back from a cruise and has not had time to deal with the dinghy—there is not a problem. If the dinghy remains for weeks or months then the vessel may be subject to charges for the extra length.

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

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Dinghy docks

All spaces on the flat storage are assigned but we still have one or two spaces on the racks. If you are interested in storing your dinghy on the dinghy dock, telephone me or leave a note in the Wharfinger's mail box. Please make sure your dinghy is identified.

Electricity

A reminder that the winter electrical season starts at the beginning of November. If you plan to change your use of power from previous years it would be helpful if you let us know as soon as possible. Club regulations require the use of a three-wire (grounded) extension cord which meets CSA standards. In the past we have had a few jury-rigged extensions or those without the grounded plug. These create a hazard both for the owner and any others working around the area. Please ensure that your extension cord meets club requirements.

Moorings lines and tarps

With the winter season approaching it is a good idea to check your mooring lines, replace those which are worn and ensure that your boat is properly moored with breast lines fore and aft and spring lines as necessary. Please also make sure that tarps and winter covers are well secured. Your neighbours will thank you.

Wharfinger

I would like to thank John Myers, Tony Booker and Cam Cartwright for filling in during times I was away cruising or hiking over the summer.

—Jon Healey
Wharfinger



FINAL DASH and QUESTO find wind near Goat Island during Captain Passage race

RACING NEWS

Racing profiles

It is apparently the case that 80% of sailors never race their boats. Presumably these sailors make this choice for all kinds of good reasons; but perhaps also for a few reasons which are not so good, in the sense that they are based on a perception of what racing is about, rather than on the reality of what it actually is.

We thought it might be helpful to go behind the scenes in a sailboat racer's mind, and expose some of the thinking behind his or her decision to race their boat from time to time. To this end we will profile some past and present SISC racers, by way of a simple questionnaire which, hopefully, will get to the heart of the pleasure they derive from sailing.

Our first guest is Kevin Vine, club member with his wife Wendy since 1992, former Fleet Captain Racing, coordinator of the Round Saltspring race for 2005, a frequent sighting on the docks or aboard his esteemed *DERYN MÔR*, and sometimes out on the race course. (See page 4.)

Single-handed seminars

Perhaps it was just the weather (which was spectacular) which drew nine boats and their solitary skippers to the start line for the annual single-handed race. Possible but not probable; more likely it was the deep satisfaction which single-handed sailing can bring to those who practise it. It is not necessary to be of a solitary bent (which I suspect is a characteristic of most sailors—well-hidden though it may be) although there is no doubt that it helps a person to enjoy single-handing. The fact is that every sailor takes pleasure and pride in a well set-up sailboat, and the need for setting things up well is multiplied ten-fold when you are alone on the water. Having things work well is not just enjoyable but necessary. It also challenges your sailing skills—even everyday tasks like leaving the dock and raising the main take on a different dimension when you are alone.

While some club members are experienced and accomplished single-handed sailors, others among us are not so confident, not quite sure how to set things up so they will work when you need them to, how to make the boat self-steer without an autopilot, how to manage sail changes (or, God willing, even set a spinnaker), what extra safety equipment is required, and on and on.

To try to help those who would like a little guidance in the wide world of single-handed and short-handed sailing, the Race Committee is organising a series of four seminars which will address these

and other short-handed sailing issues. These seminars (not lectures—participation in the discussion is part of the deal) will take place after Christmas, between January and April, and will draw on expertise both within and outside the club. They will be available to club members as a series of four seminars only, at a cost of \$20 for the series. Space is limited to 30 participants.

Members may sign up by dropping a cheque for \$20 (not cash) marked Single-handed Seminar into the Fleet Captain Racing's slot in the clubhouse. The first 30 cheques received will secure their authors a spot for the series.

—David Wood
Fleet Captain, Racing

The following are excerpts from Bob Jones' racing log

All of Bob's race logs and individual race results can be found at

saltspringsailing.ca

Single-handed race

26th September - The single-handed race was a glorious day on the water enhanced by a good turnout of boats. The day opened with thick fog on the water but this was clearing by the time racers were preparing boats. The start was delayed to 1015 and a light wind from the southeast commenced about the same time. It was a leisurely start which improved as we tacked to Second Sister. At this point the wind failed us and we watched a good wind on the water develop from the northwest and sweep all the boats together again. *FANDANGO*, who had been way in front, was joined by *AQUILA MIA* and *WESTWIND*, these two picking up the new wind first.

At Batt Rock it was *FANDANGO*, *AQUILA MIA*, *WESTWIND*, *ALACRITY*, *JEEKERS!* and either *SOUL DANCER*, *YEOMAN* or *FINAL DASH* then *ORACLE*. By now the northerly wind had picked up sufficiently to give us 6.5 knots plus. With a clear sky, a warm wind and bright autumnal colours on the land it was truly a great ride.

With U62 rounded, the beat to Welbury needed careful steering to stay above the mark. It was then back to Batt Rock, which was a dead run. With NFS for this race, some elected to wing-on-wing with a pole while others tacked downwind. I do not think there was much advantage either way. Throughout this race *FANDANGO* remained the leader by a respectable margin while *WESTWIND* held off *ALACRITY* and so it was to the finish. The wind was light at the finish and more than one racer found themselves having to tack off the breakwater to make the finish transit. A great day's racing.

Racing schedule

Sunday, 17 October

CHANNEL ISLES #3 RACE

1000 h start, TL 1600,
distance 11.5 NM

Start - Channel Isles (P)

- Deep Ridge Buoy (P) - Finish

Sunday, 24 October

JACK LANGDON TROPHY RACE

1000 h start, TL 1700,
distance 13.0 NM

Reverse handicap

Start - Batt Rock (P)

- Ben Mohr (P) - Batt Rock (S)
- Finish

Sunday, 31 October

MORESBY/PORTLAND (re-run)

See yearbook for details

Saturday, 13 November

SEASON'S END RACE

1000 h start, TL TBA,

Course TBA by Race Committee
(not part of Fall series)

Saturday, 13 November

RACING AWARDS NIGHT

1600 h in the clubhouse

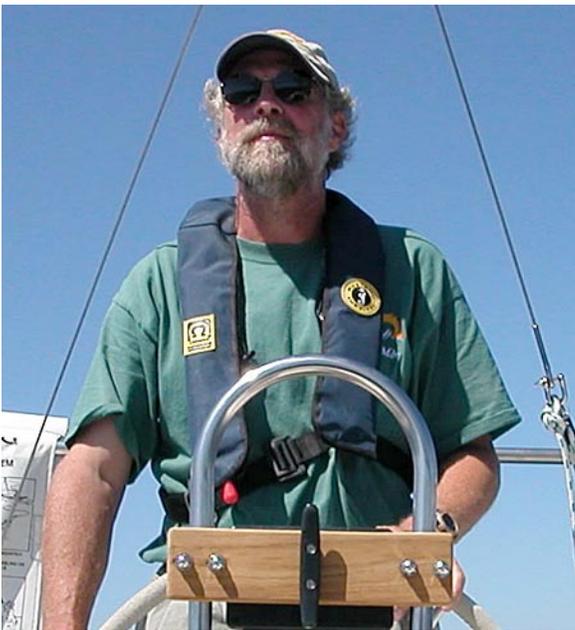
Captain Passage race

The 3rd October was a very pleasant day on the water, but it was just that and not much more. Seven boats were out but the wind was fickle at best. We delayed the start to 1015 and had a slow beat out of the harbour. At the Sisters the wind veered to the south and the day looked promising. *YEOMAN* found a tack along the Second Sister shore and took the lead.

Once clear of the Sisters the light wind diminished and finally came in from the north; however, I doubt if anyone saw better than 3.5 knots. There was very little change in the height of the tide during the day but this did not prevent a strong ebb current at Batt Rock. *ALACRITY* was first to round and tried hard to work over to Prevost, but it was not to be, the wind failed us and we drifted toward the fish farm at an alarming rate. By the time *YEOMAN*, *AQUILA MIA* and *WESTWIND* were at the mark the current had slacked considerably but without a wind this was not much help.

By 1330 engines were being started. *JEEKERS!* and *WESTWIND* kept going and were rewarded with a spinnaker run to U62 and on to Welbury. Being the only boats left in the race they elected to shorten the course to Welbury and home but even so neither boat completed within the time limit. The race was abandoned.

—Bob Jones, *ALACRITY*



Profile of a racing sailor: Kevin Vine

When, where and how did you start sailing?

Not long after I met Wendy—about 30 years ago—I was taken to meet my in-laws (Kittie and Barry Cotton) who lived on Tyaughton Lake, north of Lillooet. Barry had a little fibreglass dinghy with a sailing rig, and one morning, after a brief sailing lesson from Barry, complete with pencil drawings on the breakfast napkin, I went sailing. I was hooked from the start.

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

The first sailboat we bought was Barry's fibreglass dinghy.

The second sailboat was a Snapdragon 21 called *DERRYN MOR* which we purchased in 1977. Wendy and I went everywhere from the San Juans to Desolation Sound in this sturdy little bilge keel boat, and it firmly ingrained the sailing bug into both of us. (It is still in Ganges Harbour, lying somewhat neglected at the Government float.) In its prime it was a very pretty little boat, and it turned many heads.

The Snapdragon was sold when we first moved to Saltspring, in order to pay for the basement of our house. Being without a sailboat of our own, I satisfied my sailing addiction by commuting every weekend to Saanich where I sailed with various skippers on their boats: Catalina 27, San Juan 24, Viking 33, Thunderbird 26, Cal 2-30, Hotfoot 27, and others. I sailed in several Swiftsures (all the way out to the bank), and was navigator

on Bob Bentham's *DYSTOCIA* when we won the Cape Flattery race. Wendy and I were on Gerry Guest's *AURIGA* in the Juan de Fuca race, when it started breaking up and taking on water during a gale, causing us to abandon the race!

In 1991, Wendy and I decided that we were once again ready for our own sailboat. We found a Tanzer 7.5 which we bought and renamed *DERYN MOR*. (Note the similarity and the difference.)

The Tanzer 7.5 was completely refitted, reupholstered, and painted. *DERYN MOR* proved herself to be a great little racer, and a competent cruiser. She has won most of the trophies the club has to offer at one time or another.

Following the footsteps of Dick Pattinson, I sailed her single-handedly around Vancouver Island, still one of the premier events of my life. The Tanzer took Wendy, Korena (our daughter) and me, on many fabulous adventures.

But it was small. And cramped. And Wendy couldn't stand up to cook (something which she excels at and which makes life on board an exceptional and memorable experience). It was time to move on. *DERYN MOR* went up for sale, and sold within a week for more than we asked from the broker! *DERYN MOR* now lives in the Okanagan, where she hailed from originally.

We discovered our current boat—an Ericson 26 Mark II—lying neglected, soggy wet, and bedraggled. We low-balled an offer to purchase and it was accepted!

Her name at the time was *SEA SWAN*. *DERYN MÔR* (the correct Welsh spelling) means 'sea bird'. *SEA SWAN* to *DERYN MÔR*. Clearly, this was meant to be.

For us, the Ericson version of *DERYN MÔR* is a huge departure from the Tanzer and the Snapdragon. A complete refitting has made the boat into a solid, comfortable, fast, and capable boat. It is very forgiving on all points of sail, and performs especially well upwind in a breeze. The diesel engine—a pain in the ass at times—is nonetheless very reliable and efficient. The accommodations are first class for a 26-footer, and Wendy can stand up to cook!

Which boat was our favourite? They all are!

What kind of sailing do you enjoy most?

The kind with sails. A race. A cruise. An afternoon jaunt. I have yet to go sailing and begrudge the fact that I did.

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

Racing can be the most exhilarating way to sail. It can also be the most frustrating! Racing your boat requires you to concentrate on all aspects of boat performance. Your boat handling skills, and the choices you make regarding the ways in which you apply them, make a huge difference in the outcome of a race. Of course, luck plays a huge—and serendipitous—role!

When racing, your sole purpose is to get your boat around the course as quickly as you can, and you have to sail every last millimetre, even if it doesn't make any sense to do so! When cruising, you may still have a goal in mind, but you have far more latitude in how to achieve it. (Let's go the long way... let's go tomorrow... let's put the engine on....)

Your racing experience can profoundly affect your sailing attitude. Even while in the throes of the most laid-back and relaxed cruise, the appearance of another boat in the vicinity immediately brings the racing spirit to the foreground, and you find yourself trimming, tweaking, and tenaciously trying to shorten the distance, or increase the lead!

What are the best things about racing at SISC?

What I have appreciated most about racing at SISC is the friendly camaraderie of the other racers, and the attitude about racing which they take to the water. While these sailors take their sailing seriously, they do so in a friendly way which is encouraging and supportive of fellow racers. Rarely are heated words exchanged (and when they are, apologies follow soon afterwards) and rarely are protests filed. (I've been involved in two over the years. I lost them both!)

What would make racing better at the club?

In the 12 years I've been with the club, this question has always been asked. I think we're at a high point, right now. The interest in racing has always seemed to wax and wane, and the people who engage in it have come and gone, with a few committed die-hards remaining constant over the years. What makes racing 'good' at this club, or anywhere else, is the people who race. In our club, it would be hard to imagine a group of racing enthusiasts of better quality than the present collection.



What's in your boat name?

Charles Sutcliffe, long time club member and Past Commodore, sent in this article with the suggestion that names of boats have truly interesting beginnings, and that perhaps other members would like to submit stories of how their own vessels came to be named. We await your contributions!

[Ed.]

We bought our first boat in Canada, a 34' Crown 34, and set about registering it, just in case we went offshore. It was quite an easy process until we came to the name. The first three names we submitted to the authorities were not



acceptable having already been allocated to other mariners. *YEOMAN* was one of our choices which was refused. It was an appropriate name; it was short and had significance for Charles, so we tried adding to it and came up with *YEOMAN OF CESTRIA*. Whilst this was a mouthful it had meaning since Charles served in the Territorial Army (Militia, to Canadians) in Britain, and his regiment was The Cheshire Yeomanry. He was born in Chester and therefore a 'Cestrian' (Cestria—Roman for Chester, and pronounced with a 'ch'). What more appropriate than *YEOMAN OF CESTRIA*, and so our Crown 34 had a name which, we are pleased to note, her new owners have retained, and we watch with pride whenever she sails by.

In July 1987 five boats of the Saltspring Island Sailing Club cruised to Desolation Sound and area. Melba, Charles and Natalie, our ten year old granddaughter, in *YEOMAN*, Jessie and Wilf Peck in *BENBOW*, Mardi and Roger Banks in *KANGA*, May and Tom Cross in *MAYSONG*, and Isabel and Max Fitch in *ARCTURUS*. *BENBOW* and *YEOMAN* left the Club a couple of days ahead of the other three boats, who were delayed further by a storm which we were able to keep ahead of.

We arrived in Desolation Sound, which was virtually deserted owing to the storm having kept many boats port bound. The Master of *BENBOW* knew the area well and so our two boats explored many of the anchorages before the other three caught up, some two weeks after our arrival. Meanwhile, *BENBOW* and *YEOMAN* gunkholed up and through the 'Hole in

the Wall' into the Octopus Islands where we were storm bound for three days. A trip through Surge Narrows brought us to Gorge Harbour where we joined the rest of our group and continued with our gunkholing, having a wonderful time in ideal weather, and Charles had his 71st birthday party amongst friends in Von Donop Inlet.

The time came for our return south and we set off, anchoring in the Copeland Islands, then on down past Lund, where *KANGA*, *MAYSONG*, and *ARCTURUS* stopped for fuel. The sea was calm and we had light winds until we passed Westview. Then *BENBOW* and *YEOMAN* rounded Grief Point and quickly learnt how it got its name.

The seas were lumpy and the southeast wind was quite strong on the nose. By now we were powering down Malaspina Strait and it was obvious that *KANGA* and *ARCTURUS*, with outboard engines, would have a very rough time if they followed and rounded Grief Point, so we advised them not to do so, and they turned into

Westview Marina.

BENBOW and *YEOMAN* proceeded on down the Strait keeping well into the eastern shore of Texada Island. The mainland side has many rocky shores. Eventually we came to a small bay which offered shelter, so we turned in and dropped anchors in calm sheltered waters.

Our friends, now in Westview, informed us that they were safely berthed and had already had a good meal of fish and chips ashore. So *YEOMAN* and *BENBOW* swung at anchor, peacefully enjoying the calm sunny waters of this very pretty small bay which, having consulted our charts, we found to be named Pocahontas Bay. Wilf took Natalie on a fishing expedition and they were quite successful. After a conference it was decided that, if the wind changed to the northwest as predicted, our anchorage would not be very safe and that if the sea abated we should move out after dinner and head across to Blind Bay, which Wilf assured us was only an hour's run.

1830 hours arrived and, well fed and watered, with the sea somewhat calmer, we set off heading across the Strait. After an hour motoring, the sea, instead of calming, became quite rough. A strong (38k) southeasterly wind broad on our starboard bow made keeping course quite difficult. We were mindful of the rocks off Scotch Fir Point at the entrance to Jervis Inlet. We were both towing dinghies and at Alexandra Point *YEOMAN*'s 12' inflatable, with its o/b engine fitted, slowed us down quite appreciably. Both boats

Found: Floating elephant

*What: Ganges Yacht Club pennant
Where: Floating Desolation Sound,
Grace Harbour
When: 18 June 2004*

As we did note the absence of a boat attached we assume the owners must have had better luck than the valiant pachyderm. Please attempt repatriation.

Cheers!

*Ron and Joan, NATURAL HIGH
Schooner Cove Yacht Club*



While tied up at Schooner Cove recently, skipper Don Baxter awoke one morning to find the above note wrapped in an elephant pennant in his cockpit. Anyone who remembers losing this item is requested to call Don Baxter at 537-2597 as this well-travelled elephant would now like to go home!

were well up to the weather and seas, the main worry being that whilst Wilf knew the way into Blind Bay, Charles did not. Progress was so slow that it looked as if *YEOMAN* would not make the entrance before darkness set in, and the alternative was a night hove to in the middle of the Strait.

In the event, as we neared land, the sea calmed somewhat and *YEOMAN* caught up to *BENBOW* so that Wilf led us into Blind Bay at 2200 hours. Five minutes later darkness fell as we headed into one of the small coves, Ballet Bay, where we set our anchors. We had made it just in time! When we awoke next morning we found that we had dropped our anchors amongst five or six other boats and anchor lines were somewhat tangled.

The Sutcliffe family will never forget Pocahontas Bay. When we bought our next boat and looked around for a suitable name with some meaning, what could be a better choice than *POCAHONTAS*, and so it was duly named.

—Charles Sutcliffe
Past Commodore

Membership

For the past two years of my being on the Membership Committee we have dealt with many applications for club membership and have tried to be fair and straightforward at membership interviews.

We look for people from a 'will they be an asset to the club' perspective. We stress the club self-help aspect, the history of how the club evolved, what is happening now, the racing, cruising, social, junior sailing programs, the low-key future development hopes and plans: a picture of an active and personal fellowship of boaters.

A form is completed during interviews. The purpose is to enter information about work skills and the like into the club database. Applicants are asked if they will allow club use of their email address which is used only for sending TellTales publication notices. There is no personal information on the form apart from that taken from the membership application.

So far there has been no problem with gathering this innocuous information. The database will allow a quick scan of who can lend what skills to the club: electricians, engineers, gardeners, and so forth.

It has become clear that proposers should be conversant with the club bylaws and regulations and make sure applicants fit our club criteria. To be in an interview only to find that an applicant does not meet some club requirement is embarrassing and could lead to ill will. So if you are proposing a new member please take time to go over the bylaws and regulations with them.

If you can mentor the new people for a year it will help both them and the club adjust together. Phone them about socials, work parties, general meetings and so on. Invite them to participate. Bring them with you. This is a person-oriented club and we are all 'in the same boat'. The 'intake' this year is an amazing collection of boaters. Enthusiasts all, some are new to the island and some have been here for ages.

The committee has been wonderful at putting themselves at the disposal of the club at the expense, usually, of most of a day. Lots of phoning! Jim Spencer has so much background history of the club that an interview is a fascinating learning experience. If you haven't been interviewed by him join the club again and ask for him!

The club's and my thanks to Arlene, Lesley, John P., Jim and April, who lent their names to the committee this year.

—Neil Buchan

Fleet Captain, Cruising

BLUE PETER and the grid...

(Part 1) - On Thursday October 7, with some trepidation, *BLUE PETER* approached the grid by creeping along past the dinghy dock followed by a sharp turn to port. With one eye on the depth sounder and the other on the diminishing gap between the pier pilings and the toe-rail we headed for the two waiting white rubbing strakes. We never made it.

The tide was supposed to reach 10'6" by 1500 hours. We were stuck 20' short of the target at 1430 hours and figured the tide would not rise much more than two inches in the next 30 minutes. A couple of helpful members were ready on the pier to take lines thrown up to them but the keel with its 5'9" draft had already performed some underwater gardening getting this far in, so it was decided to admit defeat and back off, cheered on by a few passing comments such as, "Plan to get off by Easter?" (John Gibbs).

The Roman numerals on the depth gauge indicated a depth of approximately 7'2". A plumb line dropped down between the rubbing strakes measured 5'2"! No wonder the Roman Empire gradually disappeared—it got silted in.

Stand by for part 2—we are going to try again.

—Derek Barrio
BLUE PETER

The social scene

Cancellation!

The date chosen for the October social was October 30th. However, there is going to be a Rotarian Halloween Casino party at the Farmers Institute and I don't believe we can compete with that. So please be advised that this event has been cancelled.

The Salmon Barbecue

Saturday, September 26th turned out to be one of those beautiful fall days that greeted over 85 people who attended our annual Salmon Barbecue.

The gourmet chefs, Mike Byrne, Dave Arnott, Harold Brochmann, ably assisted by sous chefs, Gary Railer and Ed De Boer expertly cooked The Fishery's wild sock-eye salmon coated with Flo Ganderton's famous salmon sauce.

The great food was accompanied by the classical stylings of Alan Miceli who during the evening gave us an amazing 'mini' concert!

The kitchen crew were fantastic at keeping the crowds happy and well fed. It seems you can always count on the regulars to help out particularly Jenny, Susan, Arlene, Gail, and Sharon. Special thanks to the bar captains for the event, Candace Brochmann and Rick Gilleland, who had more money changing hands than at Moby's on a Saturday night!

I hope you all had as much fun as I did.

—Rick MacKinnon, *Staff Captain*



ALACRITY, FINAL DASH and QUESTO heading out of Ganges Harbour during the October 10th Captain Passage race