



SALTSPRING ISLAND SAILING CLUB

TellTales

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FINAL DASH and FANDANGO speeding home during the March Regatta. Photo by Bob Jones aboard ALACRITY

Another summer has gone by...

and now we can turn our attention more toward the clubhouse and the activities surrounding it. I want to thank the Juniors for keeping the house and grounds shipshape during their summer program. It was a pleasure to come down to the club and be able to go straight to my boat, rather than having to stop and tidy up things around the clubhouse. Good work, Juniors!

A number of items of clothing have been left at the club, along with a boat mattress. These items are in the basement, in plain view. Please claim any items which you may have mislaid over the last couple of months. Anything which is not

claimed by the end of September, may be donated to a thrift shop or disposed of in some other way.

Speaking of tidying up, may I remind all club members of our fall clean-up day, scheduled for Saturday, November 6. There will be plenty of jobs, along with a good deal of fun and good food, so make a note on your calendar now, before you get booked up. This will be a great opportunity for new members to get to know long-time members, while raking leaves and completing numerous other chores, together.

I wish all of you a happy fall season, and look forward to seeing you around the club. Stop by *BETHIA* if I'm aboard while you are walking by.

—Rob Denny, Vice Commodore

A BIG splash of a summer for the Juniors!

Once again we're fortunate to be able to show you a few of club member John Cameron's photos from this summer's Junior sailing program. To see more of these, or to get prints, give John a call at 537-5873.

—Thanks, John!



Salt Spring Island Sailing Club
General Meeting
28 September, 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



**YOU'RE
CORDIALLY INVITED
TO OUR ANNUAL
SALMON
BARBECUE!**

Sunday, September 26th

**Only 80 tickets are available
for this great dinner!**

• Tickets for the wild sockeye salmon dinner \$10

• Tickets for the veggie or ¼ lb lean beef hamburgers \$8

Barbecue starts at 1700 h with drinks available at the bar

Music By Alan Miceli 1700–1900 h

Dinner approximately 1800 h

This promises to be a wonderful evening of great food and great conversation.

Deadline for ticket sales is Wednesday, September 22nd

**DON'T BE DISAPPOINTED—
RESERVE TODAY!!**

—Rick MacKinnon, Staff Captain

Give the electronic TellTales a try!
Sign up - send an email to
telltales@saltspingsailing.ca

**Deadline for the next
TellTales is 8th October**



HAROLD BROCHMANN PHOTO

Colleen (here in kajak) and Lorne Shantz spend time every year with two dolphins in a Broughton Island lagoon. The theory is that Orcas chased the dolphins into this lagoon and, as it is fairly large and the food supply seems to be plentiful, they have chosen to stay. The day after Harold took this photo, Colleen went swimming with them as she did last year. They are very sociable and she seems to have a bond with them. Colleen has named the male with the patch on the starboard side 'Patch', and the other 'Crease' because of the propeller scar on her side. Both meet the Shantzses every day when they are there and next year they're hoping there'll be a third one there!

Wharfingering

First, I would like to extend a big thank you to all those folks who have acted as daily wharfinger during the summer. As far as I can tell, every day has been covered without a hitch. There have been only a few problems and for the most part these have been dealt with by the person on duty. Our visitors have been well looked after. Thank you!

Moorage

Our waiting list continues to grow. We still have five members looking for moorage and there are several new member applications. Some vessels have been sold or are in the process of being sold but the members concerned are looking for a replacement so no slips have become available. We have been able to accommodate three members over the summer through sub-lets but have not found permanent spots to date. We have one longer slip available and are working through the seniority list giving folks a chance to look it over.

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, call or leave me a note in the Wharfinger's mail box. Please make sure your dinghy is identified.

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*

On the docks

The club docks are in good shape after accommodating many visitor's as well as our member's boats during a very busy summer sailing season. C-dock's bullrail did suffer a bit of damage on two separate occasions during strong SE winds but it was nothing serious and was temporarily repaired.

The bridge sections between the BCFC dock and the new breakwater have stood up very well to boat wash and waves, thanks to the metal support brackets installed last June. The MAX 5 KNOTS speed boat gently capsized on its mooring and had to be rescued by Kevin Vine who made it seaworthy again. Some time later the boat lost its solar powered light. It was removed from its station in the channel and subjected to a 'refit'. Brian Swinburne had it back on station within two days. Thank you both.

From the safety point of view it was suggested by Gordon Ford that the club should consider purchasing a Spill Containment/Recovery Kit to cope with any accidental spill of fuel, oil, etc. On two occasions I have smelled and seen diesel fuel on the water but was unable to determine the source of the spill.

Continued on page 6

Cruising

Zip zip zip went the summer, and all the long cruises are successfully concluded. Shorter ones still to enjoy though.

Reports to me indicate all having had a great time. The Broughton sounds totally wonder-filled!

The 1st Land Cruise was an excellent event. We thank Hugh Greenwood, the guide and George Wachman, the driver, for a wonderful day and hope Mt. Maxwell will not again end up with two miles of ice over it... or us.

One or two cruises are still on the event horizon, so if you have missed the fun of cruising with other club members, or have not much cruising experience, or just enjoy cruising, there are yet chances.

The cruises are excellent and convivial for learning the how of cruising, getting to know this incredible area, becoming acquainted with the diverse and good-hearted club members and to delve into the wonderful world of tides, weather and whither-ness of cruising.

Look in the yearbook!

The prime event of the fall will be the Victoria Cruise led by Harold Brochmann. A visit to the Victoria Maritime museum and a tour of the Esquimalt Naval Base have been arranged... Wow! We can get into this base but not the Fisheries Institute in Nanaimo? Hmmm.

Fleet Capt. Cruising will be motoring to Victoria, (that's 'motoring' by car!) so the call at the base gate is for "some by sea and one by land," which may make some kind of sense to the USAians among us.

And don't forget, or miss, the Annual Salmon BBQ at the clubhouse. Cruisers, racers and all those independent 'messers about in boaters' will be there to swap stories with. This is always a winner.

Look on the pier-head notice board for information about September at the club.

—The Cabin Boy
(aka, Fleet Captain, Cruising)

Keep up-to-date
—check our website
saltspringsailing.ca for the latest
in racing and cruising news!

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RACING NEWS

Summer is the season when the longer races of the spring and fall series are replaced by shorter, around-the-buoys courses, mostly on Wednesday evenings, to leave the weekends free for cruising around these beautiful islands. The principle is that those who enjoy racing should not be penalised for joining the cruising fraternity (sorority?) for a few weeks, and the scoring is arranged in such a way as to do this. Each month of Wednesday evenings—which is four or sometimes five races—counts as just one race in the total points, so missing one or two is not going to make a dramatic difference to a boat's overall standing. The scores for the Summer Series are shown on page 4, and here follows a brief discussion of each event.

Wednesday Evening Series

The innovation this year was to add an extra month—May—to the series. For those who are regular Wednesday fans, it was a success since it gave us four more races to enjoy. On the other hand, the May races were not particularly well attended; but the Race Committee's view is that as long as two boats come out to do battle, it is worth carrying on, so the chances are that we will elect to include May again next year.

The idea behind the Wednesday races...

has always been that they should be shorter races where the emphasis is on sail handling and racing tactics, rather than on the understanding of local winds and tides which is so crucial to the longer spring and fall races. This is not a universally popular idea: many of the longer boats with large spinnakers which are a handful to set, gybe, take down and repack, much prefer the more gentlemanly long downwind legs with just one set and one take down, preferably no gybes, and lots of time to lie back in the cockpit and pull some tabs. The pressure to set this kind of course becomes almost irresistible when there is a fair amount of wind which looks set to hold for a couple of hours. It may be that a fleet captain made of sterner stuff would be able to force the boats around short courses full of sets, gybes and take-downs in these conditions. Fortunately (for me at least) push did not come to shove very often; on most evenings the winds were light to moderate, showing every intention of dying away to nothing before too long. In these circumstances it was easy enough to set short courses in the harbour without too much grumbling from the more substantial end of the fleet, because even they could see that even if we had the wind to get out of



**—quick...
more weight
over the side!**

**—oh no!
too late for this
wet sailor...**



johncameron.ca PHOTOS

Racing schedule

Saturday, 11 September
Rescheduled NIGHT RACE
2030 h start, TL 0030,
distance 6.8 NM
Start - Welbury Spar (S)
- Batt Rock (S) - Finish

Sunday, 12 September
FLEET CAPTAIN'S BREAKFAST
Breakfast 0830 h
MONTAGUE HARBOUR RACE
1000 h start, TL 1700,
distance 14.4 NM
Start - Julia, Parker, Sphinx
Islands (P) - Finish

Sunday, 26 September
SINGLE-HANDED RACE
1000 h start, TL 1500,
distance 9.5 NM
Start - Batt Rock (P)
- U62 (P) - Welbury Spar (P)
- Batt Rock (S) - Finish

Sunday, 3 October
CAPTAIN PASSAGE RACE
1000 h start, TL 1500,
distance 9.5 NM
Start - Batt Rock (P)
- U62 (P) - Welbury Spar (P)
- Batt Rock (S) - Finish

the harbour, the chances of getting back were slim to non-existent.

The general rule was that if the lead boat finished the first lap in less than an hour, then we would do the same thing (or a modified version) again. As it turned out, we almost always completed the first lap in less than an hour; but this did not always mean that there would be enough wind for the slower boats to complete the second lap. On more than one occasion, *CAT DANCER* and *JEEKERS* were seen drifting slowly on the tide at 2030, at least an hour and a half after most of the fleet had moved on to their second beer. However, neither that nor anything else that the rest of the fleet could think of to discourage them, managed to dampen the spirits of either of those two very enthusiastic boats.

Participation in the Wednesday evenings improved as the summer advanced, and by the last race we had nine boats out vying for glory. The season ended with a potluck barbecue at the clubhouse, chosen as the venue since it was pitch dark on the docks by the time most of the fleet returned!

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Summer Series 2004

	Channel #2	Jack 'n Jill	Maple Bay 1	Maple Bay 2	June Wed Ev	July Reg'ta	July Wed Ev	Aug Reg'ta	Aug Wed Ev	Gross points	Throw	Total points
WESTWIND	89	70	100	75	92	90	44	83	82	725	114	611
ELECTRA	0	90	0		100	50	11	100	100	451	0	451
ALACRITY	78	50	0	0	67	40	100	50	36	421	0	421
FINAL DASH	0	0	0	0	75	80	89	67	73	384	0	384
TIGGER J		100	67	100		100				367	0	367
CAT DANCER	33	80	0	0	83	30	56	22	45	349	0	349
AQUILA MIA	44	40		50	42					176	0	176
DERYN MOR	100					70				170	0	170
FANDANGO			0	0			78		91	169	0	169
JJ FLASH						60	67		18	145	0	145
MINKE					50			33	55	138	0	138
CLASSY LADY	11				58	20	33			122	0	122
PETRONELLA	22	20	34	25		10				111	0	111
JEEKERS					17		22		64	103	0	103
LONE RANGER		40			25				27	92	0	92
YEOMAN	67									67	0	67
SOUL DANCER		60								60	0	60
SAORSA	56									56	0	56
ORACLE					42					42	0	42
OUTLAW					9					9	0	9
SHADOW									9	9	0	9
QUESTO										0	0	0
Boats entered	9	9	3	4	12	10	9	6	11			

Wednesday Evening Series 2004

	J 2	U 9	N 16	E 23		Total	Pts	J 14	U 21	L 28	Y Total	Pts	A 4	U 11	G 25	U 1 Sep	S Total	T Pts	
FINAL DASH	80	100			20	200	75	71	50	60	181	89	67	75		78	220	73	
ELECTRA	100	57	33	83	80	353	100		36		36	11	100	88	100	100	388	100	
WESTWIND		28	50	100	60	238	92	86			86	44	89	63	70	22	244	82	
ALACRITY	60				100	160	67	100	83		183	100	22				67	89	36
FANDANGO								100	80	180	78	44	100	42	88	274	91		
YEOMAN																			
DERYN MOR																			
MINKE		86				86	50						33		86	56	175	55	
QUESTO																			
JJ FLASH								57		100	157	67			28		28	18	
SAORSA																			
SOUL DANCER																			
AQUILA MIA			67			67	42												
PETRONELLA																			
CAT DANCER	20	71	83	17	40	231	83	43	67	40	150	56	56	25	13	33	127	45	
TIGGER J																			
ORACLE				67		67	42												
OUTLAW	40					40	9												
LONE RANGER		14		50		64	25							50		22	72	27	
JEEKERS			17	33		50	17	43	17		60	22	78	38	57	44	217	64	
CLASSY LADY		42	100			142	58	43		20	63	33							
SHADOW														11	13		24	9	
Boats entered	5	7	6	6	5			7	6	5			9	8	7	9			

Note: July 7th and August 18th races were abandoned.

ELECTRA takes trophy in Vancouver Waves Regatta

Friday, June 25, Roger Kibble (skipper), Adrian Leitch and Rob Denny, took *ELECTRA* from Long Harbour to the race start off Active Pass. With ideal conditions, speeds up to 7½ knots, and a fair bit of spinnaker work, we glided into Jericho in a dying wind at 1515 h, not far behind two very hot boats, and with one behind us.

The next day, Saturday, racing finally got started around noon, with perfect conditions. The course was a short upwind/downwind one. *ELECTRA* sailed in Division 5 with four other boats. We had to work hard to complete three races, including many sail changes. After the races, Royal Van put on a gala outdoor buffet dinner with live music for a large gathering.

On Sunday, conditions were even more perfect, except for a few more anchored freighters which we had to dodge. This day, we sailed in Division 2, which gave us a larger fleet and more interesting competition. Four short races were completed, with *ELECTRA* Performing very well.

ELECTRA's Danish heritage makes her suited for tough going, and that we had for Monday's long distance race, off Point Atkinson. We were joined by expert sailor, Stewart Farson, and did well in the race against two other boats. The crew of the lead boat, *MARHENURH 4*, invited us all aboard for cold drinks and snacks after the race.

The festivities were not over yet. One of the main organisers, Arnold Smith and his wife, Yvette, of *CAJUN*, had everybody up to the clubhouse for more drinks, snacks, and a prize giving. Our fantastic skipper, Roger, accepted the trophy for top boat in Division 2. The extraordinary work of our foredeck man, Adrian, contributed to our success.

The final test was still to come, on our sail back to Salt Spring next day, with the roughest, most unusual seas I have ever seen in Georgia Strait. Once again, *ELECTRA* showed how well she could handle these conditions. Over all, the warm weather could not have been better for those five days. My thanks go to Roger Kibble for inviting me to join his fine vessel and crew for such an exciting adventure.

—Rob Denny



johncameron.ca PHOTO

Racing, from page 3

Maple Bay and Pender Island

In the past few years neither of these events have been well attended and this year was no exception. Four boats went to Maple Bay and two to Pender. However, as always, the issue is not how many went but how much those who did go enjoyed themselves, and it seems that on that basis both events were a success. How best to change these two races so that they become more popular is something that the race committee will be looking at when we plan next year's schedule.

One day regattas

There were two one-day regattas on summer Sundays, one on July 18 and the second on August 15. The format was the same for both: three round-the-bouys races in the harbour, followed by one longer race out to Batt Rock and other marks. The wind was excellent on both days, and the racing was keen and close, with seven or eight boats coming out on each day. These are affectionately known as the *Fat Bastard* regattas, in deference to the brand of wine which the winner receives. On the first occasion the *Fat Bastard* was Craig Leitch and crew on *TIGGER J*; and in August it was Roger Kibble and crew on *ELECTRA*. Both days finished with a barbecue on the lawn in front of the clubhouse.

Off island races and regattas

Two SSIC boats—*JJ FLASH* and *FINAL DASH*—took part in the Cowichan Bay regatta on the August long weekend, and were rewarded with two days of glorious sailing—sun, wind, waves and strong competition—but sadly with nothing else.

Roger Kibble and *ELECTRA* entered the Royal Van Centennial Series (which starts at Scott Point), enjoyed the warm hospitality of that club, and returned with medals and glory.

I myself entered the RNSA single handed race from Vancouver to Nanaimo

and back, came third in Division 1, but only because I did not have the nerve to fly a spinnaker singlehanded and claimed the NFS credit. This really cost me on the way over, since it was a run all the way; but I made up for it on the return, which was a close reach right across the Strait and all the way up to the Point Grey bell buoy.

Fall Series

The next event of this series is the beautiful—and sometimes long—Montague Harbour race on September 12. However, in the morning before the race is the second annual Fleet Captain's breakfast, an extraordinary array of breakfast delicacies cooked by the fair hands of the Fleet Captain and willing volunteers, all for the remarkably good value of \$5 per person. This breakfast is guaranteed to fortify the most demanding inner (wo)man in preparation for the race ahead.

The Night Race...

was postponed from August for lack of both wind and enthusiasm. We will hope to do better in both areas with the rerun, set for the night before Montague—that is to say, Saturday September 11, at around 2030.

Interclub Challenge

Each fall the five local clubs get together and sail against each other in teams of three boats—one fast, one medium and one slow. This year the host club is Sidney North Saanich, and the date is September 18/19. The pressure is on Stuart Farson and *JJ FLASH* to be the fast boat, *ALACRITY* or *FANDANGO* to be the medium boat, and *CAT DANCER* or *MINKE* to bring up the rear. Crew would be provided by club members at large, whose own boat (or the one on which they usually crew) is not going. If you should come across any of those mentioned above, kindly twist their arms to participate, and at the same time, volunteer yourself as crew.

—David Wood
Fleet Captain, Racing 5

The social scene

Sadly the summer is coming to an end and judging by all the empty slips throughout July and August, most everyone took the time to do some serious sailing and cruising.

Now's the time to celebrate the parking spots now becoming available, no more surprise phone calls from relatives that just made it on the island, and less lines anywhere you wanted to shop. Sounds callous, but it's @#!!\$^! nice to slow down for a change and go down to the club on a sunny Sunday in September and exchange all the stories collected during the summer while enjoying a glass of wine and some of the best ever wild salmon with all the trimmings!

Each year we sell out the 80 tickets available so now is the time to put your cheque in the Staff Captain's slot at the club to ensure your *delicious* dinner!

—Rick MacKinnon, *Staff Captain*

On the docks, from page 2

Other jobs still to be done, apart from the usual maintenance, include the installation of the last two finger stabilisers and this requires a high tide during daylight hours to complete. We also have to get another power outlet near the end of A-dock to service *FANFARE* and *SISUTL*. The bottom of the phone box on the pier is rotting out after many years of service; maybe the old visitors' box will make a suitable replacement.

I guess I had better get my mind back to the responsibilities of the Rear Commodore instead of just enjoying our Cruise Captain's excellent summer cruising program!

—Derek Barrio, *Rear Commodore*



COLLEEN SHANTZ PHOTO



HAROLD BROCHMANN PHOTOS



Top photo: *SHAUNSEA* (Shantz) was returning from the Broughton cruise and heard *SENTIMENTAL JOURNEY* (Crouse) on the radio calling *SEA HAWK* (Linklater). *SEA HAWK* didn't answer but *SHAUNSEA* did. They were able to later get *SEA HAWK* on the cell phone and they all met in Octopus Islands. They spent a few days together with great weather, great food and fun happy hours. After a couple of days they had to separate to continue their own plans. *SENTIMENTAL JOURNEY* went home first, then *SHAUNSEA* and *SEA HAWK* with still lots of holiday time left.

Photo above: happy hour with happy cruisers in Copeland Islands Hugh Greenwood, John Healey, Derek Barrio, Sylvia Greenwood, Jennifer Healey, Jenny Barrio, Susan Paynter, Fred Howell, Doc Paynter, Candace Brochmann, Jean Howell, and Harold Brochmann (left to right).

Left: Jim Sinclair, the Barrios and John Healey hanging the club's contribution to the decor of the cabin at Octopus Islands.