



SALTSPRING ISLAND SAILING CLUB

TellTales

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HUGH PREDDY PHOTO

Our completely rebuilt YELLOW MAX is being towed from the launch site by Brian Swinburne and Norm Dinsmore. The 'speedboat' still needs a club pennant for the short flag mast on the foredeck, so if you have an old one you can spare, please call Hugh Preddy at 537-2500

Commodore's report

It has been a busy past month. The Board held an extra meeting to discuss the Long Term Plans of the club, we hosted a presentation by Parks Canada, and Russ Crouse, John Wellingham and I attended the Island Yacht Club Council meeting.

The Island Yacht Club Council meets annually to share information about the many facets of club administration. It was interesting to note that all of us have the same concerns but that no one solution fits every organisation due to organisational structure, membership make-up, and water lease arrangements. The benefit derived from belonging to the Council is the collective resource available to avoid 'reinventing the wheel' and the fostering of a network of board members from other clubs.

In preparation for the Long Term Planning Session, I reviewed the last six years of operations and there are some interesting statistics to share, particularly in light of some of the common myths. Six years ago, there were 165 Regular members and 13 Associates; today there are 173 and 20 respectively. Six years ago there were 119 boats in the marina with an average length of 28.15', today there are 121 with an average length of 28.7'. The mix of boats

six years ago was 91 sail to 28 power, and today it is 86 sail to 35 power. It is almost *plus ça change, plus la même choses!*

However, what has changed significantly in the same time frame is the cost of operations and capital project spending while all club fees have remained at their 1997 levels. Insurance costs have increased again for 2005. Property taxes and utilities have been increased with the hard cost not yet fully known and, as mentioned in an earlier TellTales, the increase in the foreshore lease annual payment has most likely only been deferred one last time.

One might be tempted to say that each year the club stays within the budgetary limits established—and generates an annual cash surplus—why concern ourselves? This is like looking in the household cheque book and saying that we seem to be flush because we haven't spent more than comes in without also looking at the savings account, and seeing that we have more than depleted our reserves for major repairs, travel or a new car.

Over the last ten years our cash flow out has exceeded our cash flow in by \$200,000 or approximately \$20,000 per year on average. *Continued on page 2*

Come to the annual SPRING CLEAN-UP AND WORK PARTY!

16th April at 0900 hours

There'll be chores galore for everyone, so bring your favourite tools—and get ready for a fun day with fellow sailors.

Staff Captain, Arlene Dashwood, will make sure there are lots of donuts for the morning coffee break, and tasty hot lunch over the noon break. For the gallant crew who stay until the end there'll be snacks and beer!



Annual Sailpast 1st May, 2005

The Annual Sailpast is the official opening of the club season, and one of the most formal activities of the Sailing Club year. It is an occasion for members to show the high regard and respect in which they hold the club, our Commodore and the Flag Officers. It is an event where a letter of regret to the Commodore is a good idea, if for any reason you are unable to take part. Unfortunately it can also be one of the more confusing of the club's activities, so read, mark, learn and inwardly digest the following information. And just in case it doesn't sink in, monitor Channel 9 on your VHF.

This year's event will take place on Sunday, May 1, starting at 1100 hours with all *Continued on page 3*

Round Saltspring Race —how to sign up for the race and BBQ tickets

ORDER FORMS on pages 6 and 7

First cruise of the season and the geological cruise!

See pages 3 and 5 for more information

BC enforcement of the Contraventions Act—typical boating offences and fines

Page 4 has all the details



**Deadline for the next
TellTales is 6th May**

On the docks

Everyone will have noticed that *YELLOW MAX* is in her place on the dinghy float ready to go on duty come June 1st. It has been filled with flotation, decked over, had it's hull repaired where required and painted, both bottom and topsides. The work was done in Hugh Preddy's shop and when completed, Hugh trailered it to the Ganges boat launch ramp to meet Brian Swinburne (and his not so able crew member) in a club inflatable. The assembled group, which included Hugh's sons Garth and Ryan, supplied the muscle to launch the *MAX* and, after it was towed to the club docks, to lift it out to await the new season.

On Saturday, April 2nd, our safety ladder party was attended by Gary Railer, Nick Hodson, Marc Lalonde, Bob Scott, John Prothero, Hugh Preddy, Bryan Zapf and Doc Paynter. The weather was not warm but the rain held off and a total of 29 ladders were installed.

To complete the job, we will be installing only one or two more ladders during the Spring Work Party. My thanks to all who came out to help with the installation and to Staff Captain Arlene who supplied us with coffee and muffins at the break.

The Spring Work Party is coming up on Saturday, April 16th and I hope to see you all there. In the meantime, you're welcome to fix anything that needs fixing!

—Norm Dinsmore
Rear Commodore

.....

Commodore, from page 1

age. The only reason our debt is less than it is, is because we began the ten year cycle with a cash surplus.

With expenses on the rise, capital projects to complete and debt repayment, the time has come to reassess ourselves. What form and how much? Increasing initiation fees to reflect a buy-in that represents an appropriate financial interest and stimulates an active participation in the club seems obvious. After all, we are a sought-after commodity. Our dues at their current level do not cover the overhead of the club so an increase will be sought there along with moorage fees.

The proposed changes to the fees and rate structure to be voted on at the May 31st Special General Meeting will be outlined in the May TellTales.

In the meantime, I look forward to seeing everyone turned out for Sailpast. What a pleasure we all take each new season in making that first 'sail' around the harbour in our freshly clean boats!

—April Steel
Commodore



Rear Commodore, Norm Dinsmore, busily getting *YELLOW MAX* ready for duty at sea

The energetic ladder-installation crew, left to right: Bryan Zapf, John Prothero, Gary Railer, Bob Scott, Marc Lalonde, Nick Hodson and Norm Dinsmore.

Doc Paynter missed being in the picture, and Hugh Preddy took the photo.



HUGH PREDDY PHOTOS

Staff Captain's notes

Our March social, held on March 15th, was an educational evening with three staff members coming from the new Gulf Islands National Marine Parks. They were very informative and, using a 'Power Point' presentation, gave us the background and current status of the Gulf Islands National Park Reserve. For those of you who missed the evening, but would like more information, you can go to their website at www.pc.gc/gulf.

A big "thank you" to everyone who helped with the refreshments and the set-up and clean-up.

Coming events for April

The next big event for the club is the April Work Party on Saturday, April 16th, starting at 0900. I won't go into details of the various tasks to be done—I just want you to remember that many of you feel good about coming and helping with the work, but we know that the real reason you come is for the good food! We will make sure there are lots of donuts for the morning coffee break, and tasty hot lunch over the noon break. For the gallant crew who stay

until the end we will even provide a snack and beer.

For those on the Staff Captain's Committee we will be attempting to do some of our own clean-up and organising in the kitchen between serving the food to the masses, so come with that in mind.

May social events

Get ready for the next big event at our club! On Sunday, May 1st all members are requested to attend the Annual Sailpast, where we honour our Commodore and celebrate the opening of the boating season. We will of course be providing a lunch to all who attend and, as well, the bar will be open.

This event has one of the biggest turnouts of the year and we look forward to seeing all of you there.

A note to everyone on my Committee: could you please email me at oceancottage@saltspring.com and let me know if you are able to help with the Sailpast on May 1st.

—Arlene Dashwood
Staff Captain

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Editing/production by Per and Lynetta Rasmussen (telltales@saltspringsailing.ca)

Go before the crowds arrive...

and enjoy the quiet anchorages; help the Round Saltspring Race by vacating your slip!

May club cruise

May 18th – To Clam Bay. Anchor. No organised event today. Eat on your boat or take your dinghy through the cut to the pub.

May 19th – To Nanaimo. Through Dodd Narrows at 1320. Anchor at Newcastle Island or dock at the club. Happy hour at 1630 at the Dinghy Dock pub on Protection Island, followed by dinner at the pub.

May 20th – Hike the trails on Newcastle Island, shop in Nanaimo, or just relax.

May 21st – To Schooner Cove Marina (and club; first night reciprocal). Happy hour at 1630 on dock. Dinner at marina restaurant or on your boat.

May 22nd – Luxuriate in the hot-tub, swim in the pool, exercise in the exercise room or by cycling or walking, or play golf on the Fairwinds course (free shuttle). 1630 walk or take the free shuttle to the golf club for happy hour, followed by dinner at the golf club.

May 23rd – Breakfast in the marina restaurant. Organised cruise ends here. Happy sailing north, west, east, or return home as you choose.

If you plan to join this cruise, please phone Terry or Sheryl at 537-1988, and let us know (more information will be provided to those who are coming).

Please be sure to sign out when you leave on the cruise. In particular, this will help the Round Saltspring Race. If the sign-out board is full, leave a note in the Wharfinger's box to let him know your period of planned absence.

—Terry Ison, *MERLOT*

The fine new sign at the entry to the Sailing Club

House and grounds

I hope you have all noticed our splendid new sign at the entrance to our club—many thanks to Lorne Shantz for help with the installation.

Don't forget that Saturday, April 16th is our Spring Clean-up day. I hope to see lots of you there and we have an extensive list of work to do. I have identified the following specific tasks which need some preparation and the required tools. If anyone would like to take on the responsibility for any of these and make the preparations, please contact me for details.

Repainting of several windows (after glass has been replaced);

Repair and repainting of outside chairs; Repair and repainting of hand rails.

A number of parking issues have been brought to my attention.

Firstly, that some members are using the loading space at the head of the pier for extended periods of time—please limit your time here to a maximum of 15 minutes.

Secondly, some people are parking on the road approach to the pier and churning up the grass—please avoid parking on the grass here.

Finally please remember that the lower parking area is for day use only and the upper car parks for overnight parking.

—Nick Hodson
Vice Commodore



Wharfingering

There have been a few changes in moorage recently. Mearnie Summers and Caffyn Kelley's *PANDA* has left the marina. We welcome new moorage to Edward and Kathleen Dahlgren's *ABRAXAS* and Bryan and Julie Zapf's *MADRIGAL*.

I have posted the Summer Wharfinger duty schedule at the clubhouse entrance. Please take the time to fill in a day or so to take part. It is a pleasant way to meet folks from other clubs and do some chores on your boat. It is also very helpful to the Summer Duty Wharfinger if you sign out your boat when you go away for your cruising holiday. The opportunity to dock inside is much appreciated by our guests as well.

Also, if you have a few hours on the Thursday or Friday prior to the May long weekend to help relocate/moor boats for

the Round Saltspring Race please call me at 537-4021. If you are willing to raft your boat with another club member, or are planning on being away in your boat for that weekend, please call me. Since we will be trying to accommodate over 100 boats for the race weekend, any help we get is very much appreciated.

As April 30 marks the end of the winter electrical hookup period, please ensure that your boat is disconnected and electrical cord removed from the docks as of that date. The only exceptions will be those who have signed up for electricity for the summer months. If you have not made arrangements and now wish to remain connected, please call me at the number above.

—Bob Scott
Wharfinger

Sailpast, from page 1

boats on the water, and the actual sailpast and flag salute starting shortly thereafter. The Fleet Captain will announce on Channel 9 when the actual sailpast starts. Each boat should be flying the national ensign at the taffrail, and the club burgee* at the second most senior position (see page 71 of our very attractive Yearbook). Flag officers should fly their pennants.

Here is what happens: Commodore April Steel will anchor *WIND WENCH* off the club breakwater. The club boats will form a line astern of the Fleet Captain Racing in *FINAL DASH*, followed immediately by Past Commodore Russ Crouse, followed by other Past Commodores, then by Rear Commodore Norm Dinsmore in *ZORRO DE PLATA*, followed by other Flag Officers, followed by all other members in their boats. Power boats and sailboats should intermingle (like a cocktail party). Once organised into a line or circle, we will run past the stern of *WIND WENCH* with the wind astern or on the beam. The actual direction in which we will pass the Commodore will depend on the wind that day. It is a good idea for sailboats to keep their motors running on standby, and to keep the VHF tuned to Channel 9.

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

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

When you have completed your sailpast, you can return to the docks. However, if you are a sailor, do not put your boat away, as there will be a No Flying Sails race in the afternoon. Crews should repair to the club house fairly quickly, and be ready to welcome the Commodore (liquid refreshments will be available during the waiting period). When the Commodore returns to the dock, she will be piped ashore by a Scottish piper and escorted up to the clubhouse, to be welcomed by all the members.

The Staff Captain and her crew will then serve a sandwich lunch.

This is what you need to know:

Sunday, May 1 at 1100; bring your boat, a flag and flag staff. Monitor Channel 9. Lunch provided; no host bar. Dress optional (but strongly recommended). No Flying Sails race after lunch.

—David Wood, *Fleet Captain, Racing*

* A club burgee is mandatory, so if you need one, call Secretary Greg Harmeson at 537-1262.

Silent auction

0900 to 1300 hours.

April 16th (during Work Party Day).

The items listed below will be on display in the basement of the clubhouse during these hours. Your bid(s) may be placed on the appropriate bidding sheet. Coffee break and lunch will be good times to check on your coveted item(s). The sheets will be collected promptly at 1300 h. All items must be paid for at that time. A cheque payable to SISC is the preferred payment method.

Individual bidding sheets may have particular instructions about minimum bidding increments or reserves.

Auction Items

- 1 Mustang (airforce) manual inflatable life vest
- 2 Mustang life vests, four (4) each
- 3 Tool kit with assorted bits and bites, two (2) each
- 4 Plastic box of bits and bites, two (2) each
- 5 Small 'tool kit' of bits and bites, two (2) each
- 6 Folding chair
- 7 Silicone spray, two (2) each
- 8 Two (2) flash lights
- 9 Trouble light
- 10 Jumper cables
- 11 Extension cord 15m
- 12 Dickinson Sea B Que with cover
- 13 Hatchet
- 14 Wrench and socket kit
- 15 Shepherd portable propane camp stove
- 16 Propane camp heater
- 17 Binoculars
- 18 Lewmar electric windlass, (new in box), w/controls and wiring cable
- 19 Bombard AX 2 inflatable 2.4m dinghy (on laser dock) w/older Evinrude

Proceeds to the Junior Sailing Program.

—April Steel, *Commodore*

Help wanted

RSI Race Food Services Coordinator.

After many years of dedicated service to this position, Phyllis Waltho is *serious*. She is stepping down after this year's race. This is the perfect opportunity for a person who is people oriented, who has good organisational skills, and who can work directly with Phyllis this year with the intent of taking on this job for 2006.

The present position entails attending RSI race committee meetings, procuring food and related items, enlisting and coordinating volunteers, coordinating the food pickup, preparation and service.

Please call, April Steel at 537-4207 for information about taking on this key position on the RSI race weekend team.

For sale

Charts and Cruising Guide for Jervis Inlet and Desolation Sound. Good condition. \$75. Please call Ping at 537-1358



HAROLD BROCHMANN PHOTO

Gulf Islands National Park Reserve

Parks Canada personnel, Carolyn Stewart, Todd Shannon and Francine Burnett gave us a very comprehensive presentation on March 15th about the Gulf Islands National Park Reserve. I came away feeling that Parks has a firm grasp of the diverse issues surrounding the management of the Reserve and the need to develop a balanced approach to the use of the Park. They gave every indication that the Interim Management Guidelines are very much open to discussion and input from the public prior to being finalised, although none of the clubs in our area share this impression. For further information see gulfislands@p.c.gc.ca, obtain *Recreational Boating in the Gulf Islands National Park Reserve* (a few copies are in the clubhouse) or attend the upcoming public consultation meeting in Ganges. Check the Driftwood for time and place.

—April Steel, *Commodore*

Boating safety notice

Lorne Shantz has drawn our attention to a bulletin from the Office of Boating Safety which outlines how fines can soon be levied in British Columbia for certain federal boating offences. More complete information is available online at <http://laws.justice.gc.ca/en/index.html>.

The Contraventions Act is a federal statute that establishes a simplified procedure for prosecuting certain federal offences. The Act provides that an enforcement officer may prosecute an offender by issuing a violation ticket (similar to a provincial traffic ticket) instead of requiring them to attend a mandatory court appearance.

Almost 300 federal offences relating to pleasure craft are designated as ticketable offences under the Contraventions Act. These offences can be found in the Small Vessel Regulations, Collision Regulations, Boating Restriction Regulations, Private Buoy Regulations, Competency of Operators of Pleasure Craft Regulations, and the Navigable Waters Protection Act. Fines for typical boating offences range from \$100 to \$250.

In June 2004 the governments of Canada and British Columbia signed an agreement to implement the Contraventions Act in British Columbia. The agreement is expected to come into force in the Spring of 2005.

By allowing enforcement officers to issue tickets to offenders under a provincial ticketing scheme the Contraventions Act gives them a simpler tool for enforcing the law; offenders are treated in a manner that is more appropriate to the seriousness of

the violation, and the time of the courts is saved for more serious prosecutions.

Implementation of the Contraventions Act will give enforcement agencies in British Columbia the same tools which are available to enforcement officers in Manitoba, Ontario, Quebec, Nova Scotia, New Brunswick and Prince Edward Island. Anecdotal evidence indicates that in the six provinces where the Contraventions Act has been implemented there has been a substantial improvement overall in the level of compliance and consequently, boater safety.

Some typical boating offences and fines

Operating a power-driven vessel without a muffler - \$100; failure to carry personal flotation devices, lifejackets or other safety equipment - \$200; operating a vessel in a careless manner, without due care and attention or without reasonable consideration for other persons - \$100; failure to operate gasoline engine blower for a period not less than 4 minutes - \$100; fuelling—knowingly allowing leakage of fuel within or from a small vessel - \$100; operating a power-driven pleasure craft less than 4 metres without a Pleasure Craft Operator Card or equivalent - \$250; allowing a person under 16 years of age to operate a personal watercraft - \$250; speeding - \$100.

For more information, check online at <http://laws.justice.gc.ca/en/index.html>.

From the list of 'Frequently Accessed Statutes', click on 'Contraventions Act'. Scroll down to 'Related Regulations' and click on 'Contraventions Regulations.'

Geological land cruise

Last spring one of the first 'cruises' was a day spent looking at some interesting geological features on Salt Spring Island. No boats were involved and people navigated from rock to rock in cars driven by the cruisers. The excursion was led by Hugh Greenwood who took the group to places where 65 million-year-old rocks show signs of having been ground down by glaciers in the recent (geological) past about ten thousand years ago and to places where one can see the evidence of how ancient mud flows have covered the bottom of an ancestral Georgia Strait and how there are some modern examples of this old process. Some of the older rocks on Salt Spring, dating back about 250 million years, show recognisable signs of having spent time at depths of several kilometres in the earth

at temperatures of at least 350 degrees C. Other features too numerous to list will be seen again.

This year the trip will go forward on Saturday, May 7th, starting from the clubhouse, and if last year's enthusiasm is anything to go by you should sign up on the posted sheet in the club foyer as soon as you can. Enrolment is limited to 15 people for logistical reasons, the main one of which is that it is difficult to explain things in the open air with a large crowd around and also to deal with the stragglers that result from having a large group.

We will be walking on uneven ground, across rocks along the shore line and up and down some steep pitches, so *wear good foot gear!* Hiking boots would be best but at the very least a pair of strong walking shoes. No slippers! If it rains we will get wet, so dress accordingly.

The Fleet Captain Cruising, Marc Lalonde,

has promised to arrange for sandwiches and refreshments at the club, but you might want to bring along a snack to keep you alive if the morning gets long.

We will meet at the clubhouse at 0900, tour during the morning and return for a lunch break at the club at about 1230 or 1300 h and head out again after being fortified. If last year's trip can be used as a guide we should be back at the club by 1530 or 1600 h.

Participants may wish to refer to a brief account of the geological environment of the Gulf Islands which was printed last year in TellTales. Check out TellTales, Volume 23, Number 4, March 2004, for an account which will help with understanding where our islands have come from and what has happened to them over the last 250 million years. See you there!

—Hugh Greenwood
ALMUCANTAR

RACING NEWS

We have sailed five races of the Spring season, in the wide variety of conditions which are typical of sailing in these waters. One or two have taken place in close to dead calm conditions, including the Round Prevost race at which we will have had another attempt on April 10. Others have been just the opposite. On February 6, having heard reports from Long Harbour that the snow was blowing horizontally past the windows, I went down to the docks to make sure that no foolhardy fools needed to be told that racing was off for the day. There I was met by the spectacle of 6 boats lined up and keen to go sailing. Reluctant to appear like a sissy I managed to give the impression that we had come down to join them, and we all sailed off around Ben Mohr rock, in one of those races where you question your sanity at the time, but it feels so good when you stop that you are somehow glad you did it.

The One Day Regatta on March 19 was marred by very light and fickle winds, which, as always, Tony Meek managed to turn to his advantage. Just two races were sailed (the only good wind of the day blew through as we were tied up at the dock having lunch), and Tony won both of them. Those who needed comforting for poor performance and disappointing winds were able to find solace in an excellent (though I say it myself) chicken curry dinner in the clubhouse, prepared with the help of Alex, Nancy and Thea.

If the wind gods were getting poor grades for most of the spring races, they made up for it in spades on the Walker Rock race. The wind held steady in strength and direction for the whole race, blowing at 10 to 15 knots out of the southeast, and giving us a straight spinnaker run down to Walker Rock with only a single gybe required by most boats.

The advantage of such conditions—apart from great sailing—is that it gives us a close look at how the rating system is working. (It is often very hard to get a clear view of this, with different boats experiencing very different conditions in both wind and tide on the same part of the course, by reason of being there at different times.) Overall it seems the system works pretty well, with the top 7 boats correcting out within 12 minutes of each other over a race of 3 3/4 hours. For those boats which did not finish in this tight bunch, we may need to look more closely at whether it is their handicap or some other factors which kept them down the fleet (see PHRF below).

I am happy to note that the number of boats coming out regularly is climbing steadily, with 12 to 15 boats on the start line. Of these, only Bryan and Julie Zapf's *MADRIGAL* is new to the fleet, so it is clear that we are seeing some of the more established racers coming out more often—very good news for those of us who like to race.

The rating system

As reported last month, a rating Sub-committee of the Race Committee has been doing extensive work on reviewing the various rating and handicapping systems which are used to level the playing field in sailboat racing. The objective has been to find enough common ground for the Race Committee to make a recommendation to the racing group on revising (or not revising) the rating system under which we currently race. As might be expected, this has proved an elusive goal.

However there is general agreement on some key issues, in particular, that we should take a close look at ORC, the system being used more and more in the Vancouver Area Racing Council; but that until we have more information, and the benefit of the experience of those who have used it, we should not make a move in that

Racing schedule

See page 47 in the Yearbook
or check the website
for the latest racing schedules

All of Bob Jones' race logs and
individual race results can be found at
saltspringsailing.ca

direction. We agree that, for now, we should stick with PHRF as the base rating system. We also agree that for the large majority of boats which race at SISC, PHRF does a fairly good job, particularly when we get steady and moderate conditions, such as we did on the Walker Rock race. It is less effective when the wind conditions vary widely over the course of a race, but it is probably fair to say that the conditions around Salt Spring present a challenge even for those more complex rating systems which take wind strength and direction into account (as ORC does), given the tendency for wind strength and direction to change dramatically during a race, and, as noted above, to be different for different boats on the same part of the course.

We also agree that there are some boats in our club for which PHRF does not work as well as it might. However there are many reasons why a boat may not be sailing to its rating, only one of which is that it's rating is incorrect. Other factors include poor preparation, old sails, dirty bottom, being seriously overweight due to a surfeit of cruising comforts, an inexperienced sailor, the skipper having a bad day, shortage of crew, etc.

The Rating System continued next month

—David Wood
Fleet Captain, Racing

An invitation to club members...

—to join the race!

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

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

—to join the festivities!

All SISC members are invited and encouraged to join in the fun of the Round Saltspring Race. Friday's chili dinner and music by Swing Shift is a great kick-off. Saturday, come down and see the start of around 120 boats. If you are lucky we'll have a NW wind so the spinnakers are out. Sunday's famous lamb barbecue is delicious, and the award ceremonies are always exciting. And don't forget that all kinds of boaters need food and drink. We invite all club members to join!

—to support the event!

Race sponsorship

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

Prizes

Each year club members and the community donate prizes and the race committee purchases locally made items. In past years, we have had everything from original paintings, smoked salmon, gift certificates, vouchers, T-shirts, jackets, duffle bags, books, boating equipment and paraphernalia, and more. If you'd like to make a donation, call Kevin Vine (537 9265 or kvine@telus.net).

Our supporters

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

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



ROUND SALTSPRING ATTENTION NON-RACERS!

If you are not part of a registered boat and would like to order either lamb barbecue tickets or Round Saltspring shirts, please fill in the form below, put it into an envelope along with the money owing, and place it in the Round Saltspring 2005 slot just inside the inner door of the clubhouse. You will be able to pick up your tickets and/or shirts on either the Friday night or the Sunday on the weekend of the race. *Please note:* All shirts are blue and have an embroidered RSI 2005 logo. Monogrammed shirts also have your boat name embroidered on. **The deadline for all pre-ordered shirts is May 1st.** If you have any questions, please feel free to contact Wendy Vine at wvine@telus.net or 537-9265.

SHIRT ORDER

Name _____ Email address _____ Phone number _____

Boat name (please print clearly, for monogrammed shirts only) _____

T-Shirts

Not monogrammed (\$20 each) Med _____ Lge _____ XLge _____ Total cost \$ _____

Monogrammed (\$25 each) Med _____ Lge _____ XLge _____ Total cost \$ _____

Golf Shirts

Not monogrammed (\$30 each) Med _____ Lge _____ XLge _____ Total cost \$ _____

Monogrammed (\$35 each) Med _____ Lge _____ XLge _____ Total cost \$ _____

Amount enclosed \$ _____

LAMB BARBECUE TICKET ORDER

Name _____ Email address _____ Phone number _____

Number of tickets _____ @ \$12 each = \$ _____ **(Amount enclosed)**

Please make cheques payable to *Saltspring Island Sailing Club*.

Please support our generous local sponsors

- Jill Louise Campbell Gallery • Hastings House Country House Hotel • Mout's Home Hardware • Island Marine Construction
- Windsor Plywood • Moby's Marine Pub • Harbours End Marine & Equipment • Gulf Islands Driftwood • Royal LePage Salt Spring Realty
- Orca Electronics Inc. Radio Shack • Island Savings • Salt Spring Island Cheese



www.saltspringsailing.ca/rs2005

REGISTRATION FORM

SKIPPER		CLUB
ADDRESS		CITY PHONE
PROVINCE	POSTAL CODE	E-MAIL

Boat Information

BOAT NAME	FLYING SAILS? <input type="checkbox"/> yes <input type="checkbox"/> no	SAIL NUMBER
BOAT TYPE/LOA (e.g. SAN JUAN 28)	HULL COLOUR	PRIMARY SPINNAKER COLOURS
RATING <input type="checkbox"/> current PHRF-NW certificate <input type="checkbox"/> non PHRF-NW	<i>Non PHRF-NW boats are encouraged to join PHRF-NW. They will be charged a handicapping fee of \$10.</i>	

Crew Names

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

The Fine Print...

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

Please support our generous local sponsors...

- Gulf Islands Driftwood
- Harbours End Marine & Equipment
- Hastings House Country House Hotel
- Island Marine Construction
- Island Savings
- Jill Louise Campbell Gallery
- Moby's Marine Pub
- Mouat's Home Hardware
- Orca Electronics Inc.—Radio Shack
- Royal LePage—Salt Spring Realty
- Salt Spring Island Cheese
- Windsor Plywood

Register

SKIPPER _____ DATE _____

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

BALANCE SHEET		GST included
Registration		
before May 1	\$53.50 _____
after May 1	\$64.20 _____
No PHRF-NW certificate	\$10.00 _____
Lamb BBQ tickets	_____	@ \$12.00 ea _____
Shirts	M L XL	
T-shirt	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	@ \$20.00 ea _____
T-shirt monogram	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	@ \$25.00 ea _____
Golf-shirt	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	@ \$30.00 ea _____
Golf-shirt monogram	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	@ \$35.00 ea _____
<i>Deadline for pre-ordered shirts is May 1, 2005</i>		Total enclosed _____

Please make cheques payable to Saltspring Island Sailing Club. Mail to SALTSPRING ISLAND SAILING CLUB and mark envelope ROUND SALTSPRING 2005.

Please enclose photocopies of:
 • liability insurance
 • PHRF-NW certificate

Round Saltspring Contact
 Wendy Vine
 250.537.9265
 wvine@telus.net



Saltspring Island Sailing Club
 152 Douglas Road
 Saltspring Island
 British Columbia
 V8K 2J2