



SALTSRING ISLAND SAILING CLUB

TellTales

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OLE ANDERSEN PHOTO

A reefed down ALACRITY off Montague Harbour on a squally December day during the last of the Snowflake races

Commodore's message

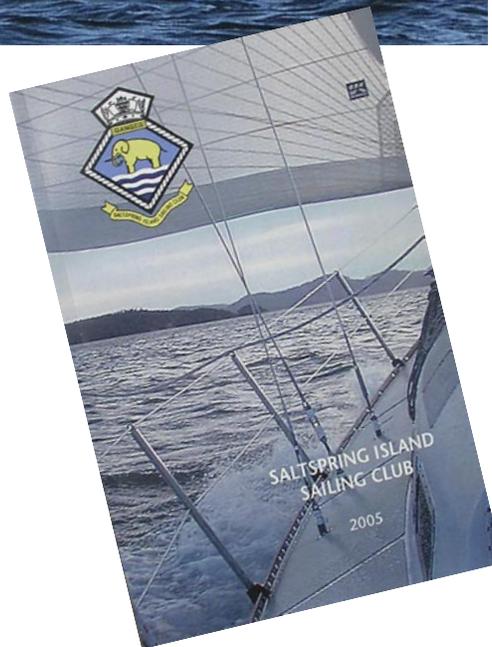
I'm pleased to see that members are reading and providing feedback on what is read in the TellTales. Last month's column generated a lot of comment, almost entirely positive!

On January 27th, Norm Dinsmore and myself met with the BC Land and Water representative. We had a very positive meeting resulting in a dodging of the foreshore rental increase for the moment. How long we stave off the increase will be directly affected by our future plans for the marina.

Lynetta, Per and Bruce have completed the annual yearbook enterprise in a most timely fashion at a substantial cost savings. The 2005 yearbook with a new look and feel will be available at the clubhouse by the time you read this.

Thirty-four new members were added to the roster in the last year and most were able to come out to the Meet and Greet last month. Unfortunately, I wasn't able to personally welcome each one before the start of the video. For those I missed, hopefully I will have the opportunity again at one of this month's events.

—April Steel, Commodore



The 2005 yearbook is ready!

The new yearbook—together with the traditional membership and boat directory plus your 2005 membership card—is now ready at the clubhouse. Be sure to pick yours up soon!

Saltspring Island Sailing Club
General Meeting
22 February, 2005

AGENDA

Call to order at 1930 hours
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

—Greg Harmeson, Secretary



Skippers' Choice Valentine's Day Potluck Dinner

Come to the clubhouse
Monday, 14 February @ 1800 h



Skippers are to bring their choice of a main course, a salad, or a dessert. Buns and condiments will be provided.

The bar will be open, so come and have fun!



PRIZES AND SURPRISES!



TREAT YOUR SWEETHEART TO AN EVENING OUT!



BRING YOUR FAVOURITE CDs OF ROMANTIC MUSIC AND DANCE TUNES!



Arlene Dashwood
Staff Captain



Deadline for the next TellTales is 4th March

Staff Captain's report

The January social evening turned out to be a great success. About 17 of the 34 new members were in attendance to be greeted by the Commodore and welcomed by many of the existing members. We had about 65 people out for the evening. Except for some glitches with video equipment, the presentation by Colleen and Lorne Shantz was wonderful. Imagine being able to swim alongside dolphins! Thanks to both of you for sharing your inspiring boating journeys.

Jill and Greg Harmeson ably led the kitchen crew, with Liz Anderson, Brian and Julie Zapf, Ping Drage and many more lending a hand. It was great to have Rick Gilleland as our Bar Captain for the evening. What a great Team!

I talked to a few club members who had missed the notice for the evening event. So, without being presumptuous, I would like to give you a 'method' so you will always know when the various activities are. It involves the club yearbook, which should be ready soon. When you get the 2005 book take it and turn to the last page. Behold, a calendar for the entire year! Now all you have to do is write all of the dates down in your own calendar and you will be ready every time you turn to a new month, to see the dates for the meetings, the work parties, the races, cruises, and social events.

Mark your calendars now for Monday, February 14th. The popular Skippers' Choice Potluck Dinner will start at 1800 hours at the clubhouse. Skippers can bring their choice of a main course, a salad, or a dessert. The bar will be open. If you are able to volunteer some time, we are still looking for a few more people to set up and decorate, or help with the clean-up. Please call me at 537-5050.

—Arlene Dashwood
Staff Captain

Wharfingering

Things have been quiet for the last month. With snow, rain, and power outages, everyone has been in survival mode. Except for mine, it seems no boats sustained any damage due to the weather.

We have relocated one boat, (Perrins) and assigned new moorage for two more boats (*EXIT II*, Preddy) and (Logan). We currently have two 20 foot spots available.

Due to weather our electrical survey did not take place as planned in January. We will be doing this in the next while.

—Bob Scott Wharfinger

**Remember to attend
the General Meeting:
22 February at 1930 h**

From the Cruise Captain: A heads-up for March

The proposed Gulf Island Marine Parks is a hot topic and many members have expressed an interest in getting the goods on what is going on. We are in contact with the Council of BC Yacht Clubs to send a representative to Salt Spring to explain what the issues are from the perspective of the boating community. We hope to confirm this visit for a Social Information Meeting on March 15th. More on this later but make a note to leave March 15th open for what should prove to be a very informative event.

—Marc Lalonde
Fleet Captain, Cruising

On the docks and waterfront

The fibreglass repair of our flotation boxes was completed in the week of January 17 and we handed them off to our good friends at Island Marine Construction for installation.

On January 26 Island Marine, together with divers from Ken's Mobile Marine Service Ltd., undertook to place one of the boxes under the NE corner of the BCFC dock. The box was flooded and weighted to approximately neutral buoyancy and guided into place by the divers. The weights were then released and the box filled with air using a compressor. It was sealed off when full of air and the extra buoyancy it provided lifted the corner of the dock approximately 6 to 9 inches. The dock is now much closer to level and has been lowered some at the opposite (SW) corner providing a better transition to the new breakwater. The whole operation went very smoothly and was completed in a little more than an hour. It was fitting that our past Rear Commodore, Derek Barrio, was there to see the completion of a project conceived and instigated by him (he only heckled a little bit).

The safety ladder project is underway thanks to those who have volunteered. There is still room for more people to get involved however and anyone wishing to be included should contact me.

—Norm Dinsmore
Rear Commodore



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back to 2000!
Log into saltspringsailing.ca and
follow the link to TellTales.

Re-run of the Ground Hog race

30 January - Generally speaking our reverse handicap starts have not been a great success. Yesterday was a grand exception. Nine boats with ratings ranging from 261 to 71 crossed the start line over a 20-minute window with a rock-steady 8 to 10 knot wind from the southeast. The theory is that if we all sail well and the handicaps are correct then we will all cross the finish line, 6.6 miles later, at the same time. In practise the end result is quite different.

It was a grand beat out of the harbour with most boats getting close to optimum upwind performance. The early starters of *MADRIGAL* and *JEEKERS II* were being overhauled soon after the Second Sister light. *DERYN MÔR* was able to stay ahead of the pack almost to Batt Rock. It was the rocket ship *J.J. FLASH* who, despite being the last boat to start, worked her way through the fleet in a very convincing manner and was the first to round the mark.

Both *ALACRITY* and *JEEKERS II* had elected to sail without flying sails. This was a mistake and both paid the price as the wind went light for the downwind legs to Welbury Spar and home. *FANDANGO* had made a similar call on the weather by starting with small jib and a reef in the main and was well away from her customary lead position at the turn. It was a gentle run home with the finishing order and race result being: *J.J. FLASH*, *FINAL DASH*, *DERYN MOR*, *WESTWIND*, *ALACRITY*, *FANDANGO*, *JEEKERS II*, *SOUL DANCER* and *MADRIGAL*. The rain held off for most of the race and all participants were glad they had ignored the gloom and the rain earlier in the morning.

The next race is this Sunday, the 6th of February (announced earlier in error as the 5th). The race is to Ben Mohr rock and home. Distance is 9.0 miles with a conventional start at 1200. Skippers meeting at 1130 on the breakwater.

—Bob Jones, *ALACRITY*

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

RACING NEWS

Update on seminars for single-handing

So far 14 people have signed up for these seminars, so 16 places remain. These are reserved for club members until February 22, after which time they will be made available to the community.

The dates for the seminars have been tentatively set for March 8, April 12, May 10 and June 14, all Tuesdays, and all at 1900 in the clubhouse.

The first two seminars will deal with boat and sail set-up and handling.

The third seminar, on May 10, will be given by Duncan Gladman. Duncan is a local Maple Bay sailor (now based in Vancouver) who campaigns both a Mini-Transat—which he has entered in this year's Van Isle 360—and an Open 50, which he plans to enter in the next Around Alone race. He is a talented and experienced long-distance single-handed sailor with a massive amount of knowledge and experience to share. I am trying to get him to bring one of his boats. He is also working on getting one or more autopilot manufacturers to offer a deal to seminar participants. In his words: "To me this is the one piece of equipment that is paramount in order to enjoy either solo racing or cruising, so it (a deal) might help those that are waffling about entering because they don't have a decent tiller pilot."

Derek Lundy, club member and author of *Godforsaken Sea* and *The Way of a Ship* will join us for the fourth seminar.

To secure a spot in the seminars, please drop a cheque for \$20, marked 'Single-handed seminar', in the box of the Fleet Captain Racing at the clubhouse.

PHRF-NW

For those who have been following the twists and turns of Bill Allen's (of Nanaimo YC) efforts to make every boat taking part in a Vancouver Island sailing race obtain a certificate from PHRF-NW, here is a copy of a letter recently sent to Bill and the other organisers at PHRF-NW, defending our position not to insist on these certificates for all participants in the Round Saltspring.

It turns out that Bill has recently resigned from PHRF-NW, but is still keen to see SISC brought into the fold.

Dear Bill,

Thank you for copying me on the correspondence regarding the time it is taking SISC to come into compliance with PHRF-NW regulations.

You have done tireless work on this question with all the Vancouver Island clubs, and the dramatic increase in valid certificates at all the regattas last year is almost entirely due to your efforts. I include the Round Salt Spring in this list: the number of valid certificates at our race was up 30% from the year before.

I do not expect to persuade you by this letter, any more than we were able to do so during our discussions last spring. However, for the record, and for the benefit of the PHRF-NW officials in Washington, I will outline our position.

SISC has the perception that the Round Salt Spring race is not like other races. I know that you do not agree with this, and I am not saying that we are right in this view. What I am saying is that this is our perception, and you know the old saying ("perception is reality"), so for us it is true, and it has a strong influence on the decisions we make. The things which we see as important in the Round Salt Spring are probably not very different from what most other local clubs would say about their own regatta: an event where friendliness and participation take precedence over competition and winning; where confirmed cruisers can join in, and, given the peculiarities of the course, even do quite well; where boats which don't do any other race in the year can come out and have fun (FYI: a well-attended race at our club brings our 10 boats, but 26 of our club boats came out for Round Salt Spring 2004; for the majority of these extra 16 it was their only race of the year; and for at least 20 of the 26 it was their only regatta). Round Salt Spring is an event where the whole club (not just the racing group) puts a huge effort into making all our visitors feel welcome on Salt Spring. None of these things are very original, but all are very important to us.

And we feel that we must be doing something right. This will be the 31st Round Salt Spring race, and registration continues to climb - last year we had 126 boats (of which 77 had certificates). In the circumstances, we are very hesitant to make quick changes which may endanger the character of the event.

You say you do not like one errant club ripping off your system and not paying for it. But I can assure you that SISC does not appreciate having all the work that has gone into building this unique event over many years disregarded in what seems to us to be a Procrustean attempt to make all sailing regattas fit in the same bed.

There is no argument that we benefit from using the PHRF-NW system. We fully support it in our regular race program, and require all regular club racers to join. We have, as I am sure all clubs do, a few boats which come out two or three times a year; we welcome them with open arms (in the hope that they may come out more often if we treat them right) and don't ask if they have a certificate, because we know they do not.

Nor do we expect to get something for nothing. For years Rick Tilby and you have provided very generous help in providing our occasional racers with a rating. Last year we started to charge skippers \$10 for this service. All they get for their money is a rating they can use in the Round Salt Spring: no certificate, no piece of paper which they can use at another regatta, no membership in PHRF-NW. We passed this money directly on to PHRF-NW as a thank you for all the work that your volunteers do for us, and I think the organization was happy to

Racing schedule

Sunday, 20 February
McMILLAN TROPHY RACE
1000 start, TL 1530
Distance 10.6 NM
Start - Batt Rock (P)
- Ben Mohr Rock (P) - Finish

Sunday, 6 March
PREVOST ISLAND RACE
1000 start, TL 1630
Distance 13.1 NM
Start - Prevost Island (P or S)
- Finish

Saturday, 19 March
SPRING ONE-DAY REGATTA
1000 start
Short around-the-buoys courses
Curry dinner in the clubhouse

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

accept it. At some point we will increase this amount, and put a bit more heat on skippers to become members.

Both you and I want to get to almost exactly the same place. It is our goal to see the percentage of boats with valid certificates continue to grow. The places where we disagree are how far and how fast. It seems like you would like 100% compliance this year. Frankly, we think that 100% is unlikely; but we would like to get much closer to it than we are now. And it will not all be achieved this year. Rome was not built in a day, and you do not turn around an event with the momentum of the Round Salt Spring in a year or even two, no matter how much huffing and puffing goes on.

We do not see that the position taken by SISC is really undermining your attempts to get compliance from the other Vancouver Island clubs, since you say that they have all come on side in requiring valid certificates. We can live with the fact of being an anomaly, as long as we feel we are heading in the right direction. It is a process, even if the progress is slower than you would like. Please do not discount our sincere attempts to do what we think is the right thing by casting us into the role of a pariah.

—David Wood
Fleet Captain, Racing

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Profile of a racing sailor: Roger Kibble

When, where and how did you start sailing?

On my seventh birthday I received a model sailboat with a mast almost as tall as I was, a self-tacking jib (how prescient) and a lead keel. It taught me about sailing and triggered a lifelong passion to go fast on the water. But we lived inland and my heroes were more Stirling Moss, Jaguar and Vanwall than Uffa Fox, Elvstrom and Cowes week. No parental sailing legacy for my brother and me, although one summer we did build a sort of catamaran using ex US army fuel pods, a broom handle and German parachute cloth. We dragged it a mile to the village pond and sailed gloriously until it sank in the middle, tanks awash and the mast broken. It was great.

My first real sailing involved a rather old International 14 clinker dinghy which we cajoled my father to 'hire' when we visited our dear Uncle Roland in Whitstable, Kent. We bounced from wave to wave with sheets and sails flapping, mostly trying not to capsize. It was years before I learned that sailing could be done in less than 10 knots of wind and without a bilge full of water.

In 1958 a friend acquired an old 15 ft Fleetwind dinghy which needed lots of youthful optimism, glue and varnish. We towed it to Aberdovey, Wales and for two weeks explored the mysteries of spinnakers, sail shape, crew position and helming. Once we capsized on an ebb tide and were well on the way to Ireland before being rescued by a surprised fisherman.

More serious offshore sailing came on an ex RORC racing ketch owned by my flat-mate's taciturn ex RN father. He rarely talked, never slept, was as strong as an ox and always knew precisely where we were even after sailing through the night or enveloped in fog. No wonder we won the war! I learnt two lessons—the exemplary sea qualities of a narrow, well-ballasted hull and the essential need of waterproof everything else.

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

When I was 'temporarily' transferred to North America in 1966 I sailed on my cousin Bob's beautiful Dragon on the Ottawa River thus reaffirming my penchant for classic lines and Nordic design. In Montreal I raced a bit on a Tanzer 22 and was baptised into the world of club etiquette, race tactics and rig tuning. In Toronto I enjoyed some longer distance sailing on a seasick-making Albert 37 Yawl.

Kathie and I were now married. We moved to Vancouver in 1974, bought homes, had children and began our weekend commute to Salt Spring Island to visit her parents. In 1977 we found *GRETHA*, a twenty foot gaff-

rigged sloop on a mooring buoy at Southey Point. She was an old Dutch BM16 with tabernacle mast, laced mainsail and strip planked mahogany hull. On a close reach in a wind she would plane at over 9 knots and even pointed well after I rebuilt her.

I joined the fledgling SISC and began to race seriously at the back of the fleet. With my boys, aged 11 and 8 yrs as loyal crew, *GRETHA* demonstrated her extraordinary sailing ability in almost any wind. In 1983 with my able cousin Bob as crew we missed winning the Round Saltspring race by only 30 seconds and in 1986, my son Steven and I crewed her to victory in the Portland/Moresby race over nineteen other boats. It was *GRETHA*'s last race at the club. She deserves to be in the Smithsonian!

In 1986 we bought a Marieholm 26, a classic Folkboat but with higher freeboard, redesigned cockpit and larger cabin, a full four berth cruiser with all the amenities to delight my now larger and more female family. Her full keel made her a challenge to race but we gradually mastered her. In 1993 with my daughters as crew we even won the Round Saltspring race. What a boat!

At the Seattle Boat Show in 1979 I'd seen the Aphrodite 101 for the first time. The experience was the same as the moment the Jaguar E-type was first unveiled in 1962—absolute heart-stopping disbelief that something so perfect and beautiful had actually been created, but she was way beyond my means; I could only dream.

In 1994 I saw an ad for one in 48° North and couldn't resist a little window shopping. Kathie and I took one look and were hopelessly caught in her seductive grip. Suddenly I was a three boat owner. My boys could hardly believe that Dad had bought a Ferrari after years with old Lagondas.

ELECTRA united the family with excitement and joy. Whereas *BEOGWOLF* and *GRETHA* were superb, *ELECTRA* was sublime, the full-sized reincarnation of my first model sailboat and genesis of my sailing life. The 101 is quite simply, sailing perfection. She is always in balance, needing only a finger and thumb to handle her tiller. She is sophisticated, infinitely responsive and able to cope with any wind condition. It's why 101's are still in production after thirty years with over 500 hulls extant worldwide. A particular high point for us was to receive regards from Paul Elvstrom after our Swiftsure success in 1999.

What kind of sailing do you enjoy most?

I love to sail anything, anytime, anywhere, but when we're on Salt Spring on a breezy day, sailing *ELECTRA* with family and friends against fellow racers, my cup runneth over.

Why do you race?

It gives focus and challenge to my favourite pastime. It confronts my quest for perfection, suspends the passing of time, kids me that I'm younger than I really am, makes me into a better sailor, introduces me to the finest friends and fellowship, calms my

inner soul, always promises improvement at the next race, gives me free membership to one of the world's most exclusive clubs, is exciting even on the dullest day, gives my wife a little peace, and brings me closer to my children.

What else am I going to do? What are the best things about SISC?

It's simple. Continuous sailing with outstanding sailors in the single best sailing area in North America—possibly the world!

We sail year round in a temperate climate with forever changing and challenging conditions. We have more course options on our doorstep than any other club, and an alma mater of some of BC's finest sailors.

Every time I sail, I feel the presence of Bas Cobanli leading the fleet in *HAERETICUS*; Peter Macmillan in his fabulous 6-metre *ERIN*,



the Rainsfords in *SABRE II*, their impeccable Alberg 37; Laurie Neish outsailing everyone in *SAORSA*; Lee Cochrane unbeatable in his Catalina 27; Rod Maynard duking it out with Don Martin in a Martin for 15 hours and still winning; the Sutcliffes, magnificent in *YEOMAN OF CESTRIA*; Dick Pattinson in *GWAHIR* when his red genoa was larger and younger and Wayne Pearce single-handing his Folkboat in all the races and even winning the Walker Rock one year.

I have sailed at most of the BC clubs and in the US and I can attest that nothing equals our location, our courses, our brunches, our regattas and our racer goodwill.

What would make racing better at the club?

More racers!

Our club racing has never been better than now. New race management, local club ratings and special events make racing participation more attractive for every club member either with their own sailboat or as a crew member.

So come along and race with us. Single-hand in the new Vendée Salt Spring. Try your boat in a regatta. Crew on one of the 'hot' boats. Enjoy gourmet brunches and lunches. Just call any of the race committee and say "I want to RACE!"