



SALTSPRING ISLAND SAILING CLUB

Tell Tales

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Power outages and heaps of snow this month!



COLLEEN SHANTZ PHOTO

Commodore's message

The New Year in typical fashion is a time of reflection about the future and the club is no different. Preliminary discussion on dusting off the Long Range Plan was more about the comfort level and ability to provide meaningful input from a Board only one month into the job.

Each year a number of the members of the Board are new. Each brings a variety of tenure with the club and knowledge thereof. Most are elected to an operational position, yet also find themselves as a Board member in the position of making administrative decisions which may require a body of knowledge preceding their term of office, and which may also have an impact well into the future. This is not always a comfortable place to be, both for the Board or the beneficiary, the club.

A similar observation about the problems arising from this lack of continuity has been made over the years in the annual Management Letter from our accountant. One suggestion has been that the term of the Board should be longer. I'm sure anyone who has served on the Board knows it is a huge commitment just to serve one or two years never mind longer.

An idea, which I have been floating around, is that the club might benefit from a standing committee, call it a Senate, the Elders or an Executive Advisory, which acts as an advisory body to the Board. Some terms could be for several years and be comprised of several elders, persons with specific knowledge on things such as the foreshore lease, engineering issues, the bylaws, finance, etc. filling in the gaps that may occur on any given Board. A few members could be on a shorter rotation such as one or two persons from the current Board responsible for the club administration such as the Past Commodore, Commodore, Secretary or Treasurer. In this way, there would be no lapse in the handling of issues which overlap more than one Board's term, no loss of historical background information, no u-turns on decisions soundly made, assurance that financial aspects consider the long haul and the entrenchment of a sound knowledge of the bylaws for use in those tricky decisions affecting members.

The nature of this topic is dry but if it resonates with you and if you have thoughts about how this might work and how the selection of this committee might take place, let me know.

—April Steel, Commodore

January Social Evening
Tuesday, January 25th
at 1900 hours in the clubhouse

Come to
'Meet and Greet'
all of the new club members
and their sponsors.

We will have an opportunity to introduce all of the new members and welcome them to our Sailing Club.

Most of the Board Members will also be there to talk about the activities of their Sub-Committees and outline the volunteer opportunities open to all members, new or otherwise.

PLUS – Colleen and Lorne Shantz will present a slide show of their recent trip to the Broughton Group.

This evening is shaping up to be a great one. Don't miss it!

Refreshments will be served!



Coming Up

Please note on your Calendar:

Monday, February 14th is our
**Skipper's Valentine's Day
Pot Luck Dinner at 1800 hours**

—Arlene Dashwood, Staff Captain

Racing Opening Day

The first official race of the 2005 season is, as it is every year, the Ground Hog race, set this year for Sunday, January 23. What makes this race different from almost all the other races in the sailing year is that it is a reverse handicap, meaning that boats start in reverse order of their club handicap, with the slower boats starting early and the faster boats later on. Instead of all the boats crossing the start line at more or less the same time as happens in a normal race, the idea here is that the starts are staggered in such a way that they should all cross the finish line at the same time. Of course this does not quite happen in practise; but it does produce some exciting finishes, and means that the order in which boats finish determines their final placing: all the adjustment has been done on the starting time, so that no further adjustment is necessary to find out who has won.

An innovation that we are introducing this year is to start some of the shorter races later in the day, so that those who have things to do on Sunday mornings—such as sing in a choir / cut the grass / sleep in—can still take part in the race. The starts for these races will be at 1200 (rather than the normal 1000), and in this case, because it is a reverse handicap, most boats will start

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**Deadline for the next
Tell Tales is 28th January**

On the docks

Winter has arrived on the docks and some areas may be treacherous so that all members should be cautious when checking boats. Please use some of the sand or salt which has been placed at the pier entrance to treat any bad spots.

The flotation boxes with which we hope to cure that 'sinking feeling' one gets at the corner of the BCFC dock are being readied for service. They are now in a warm dry place ready for fibreglass repair thanks to Bob Scott.

Our safety ladder project is also about to get under way. We will be fabricating 35 ladders similar to the existing design and we need volunteers to help with cutting material, assembly, painting and finally installation. Exact dates and times have not been finalised so I would ask all those wishing to help on this project to leave their names with me at 538-5501.

—Norm Dinsmore
Rear Commodore

Wharfingering

Since taking over from Jon in December I have been busy getting acquainted with the job. Some volunteers have offered to assist me this term. They are Cam Cartwright, George Manners, John Pankhurst, and Jim Sinclair.

We have new moorage for *STEE MAR* (Denton) and *LEON MILLOT* (Harkley) in December. *WESTWIND* (Andersen) has been relocated. Two more slips have been made available and are in the process of being re-assigned. Two other moorage requests have been withdrawn, so the moorage list is getting shorter.

We will be conducting electrical measurements in January. If you have any concern about your actual draw compared to what you have signed up for please contact me. I will be happy to help you adjust your power requirements.

—Bob Scott
Wharfinger

Summer/Junior Program

The planning for the Summer and Junior Programs is well underway. Last year's instructors are all eager to return to their coaching positions and, with the purchase of a new safety boat in the spring, safety of the students will always be first. Thank you Martin for building a great program over the many years you were in charge. You have made my job easier.

A proposal to expand the instruction to adults, to both club members and non-members has been suggested. If you have any comments regarding this idea, please phone me at 537-4123. Thanks.

—John Wellingham
Fleet Captain, Dinghy



COLLEEN SHANTZ PHOTO

House and grounds

Life on land has been relatively quiet, although we have now obtained the extra emergency lights and hopefully by the time you read this we will have them installed, so you should all be able to find your way out of the clubhouse. Many thanks to Bob Reynolds for dealing with this.

I have been wrestling with the thorny issue of what to do with the clubhouse floor. Last year's paint job was a great improvement, but it still scratches in a very short time, and we could definitely do with a better solution.

One suggestion was to lay a commercial style carpet. This would wear quite well, resist stains, be virtually waterproof and would have the benefit of offering some reduction of the excess noise at club functions. However this solution is not cheap.

I would like to hear members' thoughts on this idea and also any other suggestions for alternative treatments. Please phone or email me (nickhodson@saltspring.com) or leave me a note in the clubhouse.

—Nick Hodson
Vice Commodore



Notes from the Staff Captain

Our first combined social and racing event of the year was deemed to be a great success. When we first woke to snow on January 1st, I thought we would likely have a very poor turnout for the Hot Rum Race and Lunch, and wondered what we would do with all of the food on hand. But as the day cleared and many racers turned up we soon found that there was a very good turnout, and a lively group started off the year with true Sailing Club spirit. The hot rum and food was welcomed by all of the chilled racers and crew, and all of the club members who attended.

I would like to thank the people who assisted: Mario Tello for set-up, Gary Railer at the Bar, and Jill Harmeson, Ping Drage, Jennifer Healey, Julie Zapf, and Suzanne Ambers in the kitchen. Special thanks to Phyllis Waltho for her amazing salad and general support and know-how, and to my sister-in-law, Liz Burritt, who was willingly pressed in to service. I appreciate all of the willing effort of these people and of those who pitched in for a quick clean-up. What a group!

—Arlene Dashwood
Staff Captain

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RACING NEWS



PHILIP GRANGE PHOTO

Early Saturday, January 1st, morning skippers' meeting on the breakwater before the start of the Hot Rum Race

Racing, from page 1

sometime after 1200, depending on their handicap. A list of start times will be emailed to the regular list, plus posted on the door of the clubhouse. The course for the race is: Start - Batt Rock (P) - Welbury Spar (P) - Finish.

Opening Day Brunch

For those who are not singing or snoring between 1000 and 1200 on Sunday, we are offering the enticing alternative of a brunch in the clubhouse to celebrate the beginning of a new sailing season. There will be all the usual breakfast items, including pancakes, bacon, sausages, eggs, and croissants.

Tickets are \$5 per person and they **must be reserved in advance** by emailing wood@saltspring.com before Thursday, January 20. It is not necessary to make the payment when the tickets are reserved, as long as you understand that all reservations must be paid for on Sunday, even if your plans change and you are unable to make it to the brunch. This may sound a bit Draconian, but it is the only way that we can plan sensibly and avoid being out of pocket.

Vendée Salt Spring

Those who missed the AGM in November may not have heard that a new race is being added to the club calendar. As a response to the strong interest in single-handed and short-handed sailing, we are planning to replace the Maple Bay race (which has been poorly attended of late) with what is being referred to as the Vendée Salt Spring. This will be a slightly shorter—and perhaps less challenging—race than its namesake, the Vendée Globe, and instead of being a single-handed non-stop circumnavigation of the world, will be a single- or double-handed circumnavigation of Salt Spring, with an overnight stop at Maple Bay. There will be (at least) two divisions, one for single-handers, and another for boats with two crew members, and the dates for the first race are set for Saturday and Sunday July 9 and 10, 2005.

The idea is that initially the race will be a SSIC event (or SSIC/MBYC joint event) for club boats only, but that it may grow to become a larger invitational event, if it proves to be a success. We will be working on the details over the next few months, and a Notice of Race will be published in due course. For more information about

Racing schedule

January 23

GROUND HOG RACE

First race of the season, a reverse handicap event which starts at 1200 (not at 1000 as shown in last year's Yearbook).

January 23

OPENING DAY BRUNCH.

A delicious brunch will be served in the clubhouse at 1000 just before the Ground Hog Race.

See information in David's report.

February 5

BEN MOHR ROCK RACE

The start for this race is also at 1200, for the same reason of accommodating those who are busy early on Sundays. No Brunch though.

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

the race, please contact David Wood. But for more information about short-handed sailing, see below.

Short-handed sailing seminars

The racing group is organising a series of four seminars on single-handed and short-handed sailing. These will lead up to the inaugural Vendée Salt Spring, and will run between late February and early June this year.

The seminars will cover all these topics and more:

- **Setting up the boat:** Safety equipment; control lines; sails, halyards, furling gear and reefing lines; spinnaker set up; self-steering and autohelms.

- **Sailing the boat:** Man overboard; setting and lowering sails; furling and reefing; sail trim for self-steering; spinnaker setting and dropping; anchoring; docking and leaving the dock in adverse conditions.

- **Short-handed racing**

- **The zen of single-handed sailing**

All will follow a seminar format, which will include both presentations from people with expertise in the various disciplines, as well as open discussions between the participants. In order to keep the discussions manageable, and to allow participants to obtain the maximum benefit from the discussions, attendance will be limited to 30 people. The series costs \$20 for four seminars, and 22 spaces are still available. Please register by dropping a cheque for \$20, made out to SISC and marked 'Single-handed Seminar', in the Fleet Captain Racing box at the clubhouse.

—David Wood
Fleet Captain, Racing 3

Profile of a racing sailor: Philip Grange

When, where and how did you start sailing?

I hesitate to admit that, although I grew up no more than thirty miles from the sea in England, I had little or no contact with boating as a young person—except perhaps for the old wooden lifeboat which my uncle kept at his cabin on the beach at Norman's Bay on the English Channel. It took all the family and a couple of neighbours to drag it down the steep shingle beach and into the grey-brown choppy waters in the salt wind, for a row out to fish with worms dug at low tide, and I loved every moment of it but—no sailing.

I recall fondly, as a young graduate in England, a four bachelor week aboard a sailboat chartered on Lake Windermere. Our course was carefully plotted on a chart highlighting—pubs within a two mile walk of the lakeshore—again, little or no sailing!

For a son from a nation of formidable maritime history, I arrived in Vancouver with a miserable nautical résumé indeed! One look across English Bay, however, and changes were soon in the wind.

Building a boat had always been a dream, one which I mentioned at a regular after work pub meeting, and my friend Harry soon turned up with a flyer from Samson Marine—Ferro-cement Sailboat Designs! Within the week we had picked out a likely looking craft, been to their offices, bought a set of plans, and rented a site for construction.

Three years later, the forty foot ketch *DULCIMER* was launched, with suitable ceremony (and angst), and she settled to her lines in the Fraser River across from the Skyline hotel. So concrete vessels do float after all—*Whew!*

Sometime during this period it was Gillian who hinted—"Maybe we should learn a bit about sailing?"—and so to the Jib-Set, where we splashed about in English Bay learning tacking, jibing and so on. That certificate is long lost, but we chartered their boats many times, and made Bowen Island our 'picnics' destination.

During a long summer we learned to sail *DULCIMER* across the Gulf to the Islands. Here we noticed the sea can be full of shallows and rocks! Without further ado, however, we picked on September to head to the deep sea and points south—"Let's just make San Francisco shall we?" We were just barely equipped for this, but a hardy crew, plenty of enthusiasm and a very steep learning curve helped us through the usual selection of weathers, down the western seaboard, onward to San Diego and beyond to Cedros Island, Cabo San Lucas, and tropical fish in a blue sea.

After almost a year in the Sea of Cortes (more shallows and rocks!—but good for snorkelling this time)—we embarked for

the South Pacific. This is where we learned to sail an ocean, and to navigate by the heavenly bodies. It was twenty-eight days from La Paz to Nuku Hiva in the Marquesas Islands, still one of my fondest Trade-Winds passages.

In all, Gill and I cruised aboard the *DULCIMER* some three years, and finally sold her in New Zealand, to move to a patch of terra firma here on Salt Spring Island.

With Pacific and Atlantic crossings and all that seamanship under my belt, I now realise I started to learn the finesse of sailing by crewing on a variety of boats here at the sailing club in Ganges harbour, on *MIN OF MINE*, *AROSA*, *YEOMAN*, *PANTHER POINT* and many others. I went down to the Royal Victoria Sailing Club on Wednesdays for some intense 'round the buoys'. Then my good friend Art and I bought *PEREGRINA* and later, *FANDANGO*, and the merry dance really began.

What kind of sailing do you enjoy most?

The kind where the sails are up, the engine is silent and the kettle is on with the smell of coffee wafting up from below, or when there is hardly a draft of air and *FANDANGO* is slip-sliding along to the Cuban rhythms from the CD. The kind when there's a cold wind kicking up white water, the double-reefed main and the number four jib are straining the sheets, with a whiff of spray coming over the weather bow, with the sky dark grey but for the day's last ray of sun glinting off the Galiano cliffs—and when there are not too many boats ahead as we beat up Ganges Harbour to the finish line—that's my kind of sailing.

Why do you race?

It gets me up early on a Sunday no matter what the forecast and, moreover, I've come to look forward to meeting my fellow racers as we answer the call of the ten o'clock horn. What started as a contest to win races has, over the years where the courses, geography and currents are now so familiar, become a time of great pleasure no matter what the outcome—"the finest way of wasting time I have ever discovered"—a sequence of events as variable as the personalities of the crew, the weather, the total release from thoughts of work, the fleet with rarely two boats alike. And believe me we try our darnedest to creep ahead of our rivals, if only to see what trick they have up their sleeve to try us in turn.

What are the best things about racing at SISC?

The skippers and crews, the good-natured rivalry and the air of sportsmanship which underlies this group. I also take off my hat and heartily thank all those who have made time to be a part of organising our racing

at the club for all these years. I understand and appreciate all the work they have done to make it all happen.

What would make racing better at the club?

The system and courses are great, and we often try variations. There are hardly two boats of the same model, each has a handicap number and it isn't a perfect system to calculate a winner, but it's true that any boat sailed up to her handicap can win races—and this to me is not the point of racing. It's about learning what your boat can do under sail, casting off as often as possible, and enjoying a day on the water with friends. All boats chafe to be underway.

To those with cruising sailboats, as well as those with engine-power-only craft, I urge you to come out occasionally of a Sunday, or join one of us who are very often short of



CONTRIBUTED PHOTO

crew, and discover what we have found right here among the Islands—a Curve of Time, at ¼ or at 7 knots, working your vessel under sail along a familiar but ever variable course, your favourite aria or 'salsa' playing below, looking across the water at your friendly rivals, certain in the knowledge—"Yep—we are definitely catching them up now!" First or last, you are certain to be the winner of "a day on the best all-season sailing waters anywhere on the planet"... priceless!

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