



SALTSPRING ISLAND SAILING CLUB

Tell Tales

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Preparations begin for Round Saltspring 2005

The Round Saltspring Committee has already begun its work in preparation for this year's big event. In fact, you may already have been asked to contribute by one of the organisers: prepping and serving food, gathering tables and chairs, docking boats,

organising parking, assisting with prizes and awards, being part of the race start or finish, or selling beer!

This year's organisation committee consists of Phyllis Waltho, Wendy Vine, Ann Lalonde, Sally Plunkett, John Wellingham, Gary Railer, April Steel, Nick Hodson, Bob Scott, Norm Dinsmore, David Wood, Russ Crouse, and myself. We are anticipating another large fleet and preparing resources and services to ensure Round Saltspring sailors have a memorable and thoroughly enjoyable event.

Our plans are to maintain costs and prices at last year's level. Once again, we will be asking skippers to either present a valid PHRF-NW rating certificate for their boat, or we will provide them with a one-time rating for a \$10 surcharge, which we will forward to PHRF-NW in support

of the services they offer us.

Something new this year will be a 'Sponsor bag' for each skipper—a handy gusseted canvas bag with the Round Saltspring logo emblazoned on one side, and our sponsors' logos on the other side. Sponsors could put literature and samples inside the bag. The intention is to give our sponsors something for their money; to increase sponsorship support, and to provide Round Saltspring participants with yet another great feature. Russ is confident that the bag will pay for itself in increased sponsorship.

Round Saltspring is about our Sailing Club and our island community. Thanks to the Club's support and the willingness of all the membership to chip in, the event has developed the reputation of being *the best regatta* in our area, a sentiment echoed time and time again, by sailor after sailor. Round Saltspring has steadily grown year after year, each time setting new attendance records, with 127 boats signing up for last year's race. Don't miss out. Make sure you're part of the fun! If you haven't been tapped on the shoulder already, contact one of the committee folks to find out how you can be part of Round Saltspring 2005!

Check out our website: <http://www.saltspingsailing.ca/rs2005/>

—Kevin Vine, Chair of RSI Committee



JOHN CAMERON PHOTO

Commodore's message

This month the Board is having an additional meeting to establish the framework for the long range plan. I think it is important in doing this to affirm our 'core' values as a club. We take pride in doing it ourselves. We take pride in our racing and junior sailing programs. We take pride in the hospitality we provide to our reciprocal clubs. We like our funky clubhouse and we appreciate the club being kept affordable and manageable both in size and shape.

How much should we do ourselves? At what point is a project or program too large or too much to ask of volunteers? How funky is funky? What does affordable mean? What is an acceptable size for the marina (we are virtually at capacity), our land, buildings or the membership for that matter? The answers are no doubt as varied as the membership.

How do we finance the future? Typically, we borrow and pay down over several years while at the same time hoping we don't incur any unforeseen large expenses during the payback period. Shouldn't we be considering an ongoing plan to budget for capital replacement/improvements? Where do those funds come from? Increased annual dues and/or moorage fees? Change in our debt financing structure?

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Come to the social

Tuesday, March 15th, at 1900 hours

an **educational evening**, with a presentation by a representative from the new National Marine Parks

If you have any questions, or just want to be more informed, please come.

We also have a DVD from the folks at **Marine Parks Forever** and, time permitting, we may look at that as well.

Arlene Dashwood
Staff Captain

The 2005 yearbook is ready—please pick yours up soon!

The new yearbook—together with the traditional yellow membership and boat directory plus your 2005 membership card—is now ready at the clubhouse.

The book is full of good information as well as resources for suppliers of products and services. Drop by the clubhouse and pick yours up today!



Deadline for the next Tell Tales is 8th April

On the docks

As noted at the General Meeting, the 35 new safety ladders have been assembled, painted and stored in the lower shed ready for installation. This first phase of the project has been completed thanks to the efforts of Marc Lalonde, Hugh Preddy, John Myers, Les Price, Dick Pattinson and Bryan Zapf. I will be calling on this group again, together with those who left their names with me at the General Meeting, to come out for a ladder installation party on Saturday, April 2nd. We hope to be able to install enough of the ladders at that time so that any remaining can be done at our Spring Work Party on April 16th.

Our *YELLOW MAX 5* knot speed sign boat has found a friend in Hugh Preddy. Hugh has joined with Brian Swinburne in upgrading it and preparing it for the coming season. Brian will no longer be tending to the boat as he is leaving us to take up residence in Powell River. I am sure all members join me in thanking him for the many jobs he has performed for the club and wishing him well in his new home.

—Norm Dinsmore
Rear Commodore

More TTs online!

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TellTales issues going all the way
back to 2000!
Log into saltspringsailing.ca and
follow the link to TellTales.

Commodore, from page 1

Certainly the Board's response to some of these questions as they ponder the project list will shape the plans for the next several years. As always, the Board will seek your input, feedback and approval through TellTales and the quarterly general meetings.

Many of you are probably wondering what gives with the road above our entrance. The road maintenance folk tell me that repairs are planned for early March. This will entail digging up the road and laying some rock. The repaired road will remain as dirt until paving scheduled for warmer weather is completed.

Thanks to Gary Railer for the clean up and Mike Byrne, Dave Arnott, Bob Reynolds, Norm Dinsmore and Greg Harmeson for removal of *TABASCO* to her present space at Westport Marina where she has been placed for sale as a project for someone who appreciates the merits of what an old Alberg 30 can be after some financial and sweat equity investment.

April, as well as being the cruelest month, brings Spring Clean-up. Just to enhance your keenness to get work, we will be having a silent auction of miscellaneous boat items from our legacy. Details next month.

—April Steel, *Commodore*

SPRING CLEAN-UP and WORK PARTY

Saturday, 16th April at 0900 h

The social scene

The February 14th Valentine's/Skipper's Potluck Dinner turned out to be very successful. I think there were about 60 to 65 people there, and we received many favourable reviews. With two really good turnouts to the club's social activities, we now have to go out and buy more forks! It is good to see so many come and have such an enjoyable time in the company of our own club membership.

A very special thanks to the wonderful set-up and decorating crew of Nancy and Ole Andersen, and newcomer Linda Reynolds. The clubhouse never looked better.

And what a tremendous kitchen crew! Suzanne Ambers and Judy Willett did a wonderful job, assisted by Judith Borbas and Susan Paynter. The cleanup was headed by Suzanne Devit plus many of you who also pitched in and helped till the end. I hope I haven't forgotten anybody. Please let me know if I have.

Mike Byrne and David Arnott were very busy at the bar and did a great job. We took in enough money to cover all of the expenses and have some left over toward future events.

The next social, on March 15th, at 1900 hours, will be an educational evening, with a presentation by a representative from the new National Marine Parks. It is quite something to think that our 'own home waters' will be part of this new park. If you have any questions, or just want to be more informed, please come. We also have a DVD from the folks at Marine Parks Forever and, time permitting, we may look at that as well. If we miss it this time, we will look for another opportunity.

Coming events

The next event for all of us will be the Spring Clean-up on April 16th. We will be providing and serving coffee and snacks for the morning break, and lunch later on. Beer is available at the end of the day for all who stay until the end. It would be nice to have help from many people in the kitchen end of things, so please let me know if you can help with this one.

—Arlene Dashwood, *Staff Captain*

House and grounds

It is not long now until the Spring Clean-up Saturday in April—if anyone has any particular suggestions for improvements around the clubhouse or grounds, then please let me know.

Our new clubhouse sign has now been finished, and should be installed in the next couple of weeks.

A lifejacket for a small dog or cat has been left in the clubhouse with a note offering it free to any member (or member's pet) who can use it.

Finally, Hugh Greenwood constructed a small electrical device to measure the ground water levels around the clubhouse. This was kept in the upper storage shed, but seems to have disappeared. If anybody knows of its whereabouts please contact me.

—Nick Hodson, *Vice Commodore*

The Home Waters...

group of SISC invites all the ladies of the club to join us in a celebration honouring April Steel, our very first *lady commodore*.

Come to the clubhouse on Thursday, April 7th, from 5–8 p.m. and enjoy the refreshments provided—finger food, fun and perhaps a little 'roast'.

RSVP to Mary Neil (neilss@saltspring.com) or Irene Gibbs (igibbs@saltspring.com)

Ladies' Cruise 2005

This annual event (our 12th) will be held (as always) on the first weekend in June. Mark it right now on your calendars: June 3rd, 4th, and home on the 5th! Destinations to be announced later, with input from you. Newcomers, this is a chance to take charge of your boat—some day you may *have to*. It's BYOB (Bring your own boat), or sign on as crew on your own or another boat. Rule One is to have lots of fun! For more information, come to April's Party (see above) or contact Irene Gibbs (igibbs@saltspring.com) or Mary Neil (neilss@saltspring.com).

—Irene Gibbs, *DOCENT*

Help wanted

The Staff Captain's Committee has room for a few more volunteers for the various events at the club. If you are looking for an opportunity to complete your volunteer obligations to the club, you would be most welcome!

Please call Staff Captain Arlene Dashwood at 537-5050.

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RACING NEWS

Round Prevost

Following considerable confusion about the start time for this race, for which apologies are due from me to everyone who was confused, the skippers assembled on the outer dock on a dull overcast noon (the actual start time—please note for the re-sail) and considered the situation. Relying more on faith than experience, the group voted, by a convincing margin, to 'go for it', a decision which appeared to be justified as the pre-start manoeuvring was accompanied by a gentle but noticeable breeze, enough of a breeze in fact to see *FANDANGO* take off like a scalded cat, leaving the rest of us to wonder why she had not turned her engine off. However even this impressive performance was not enough to appease the wind gods, who took us out to Second Sister and then gradually cut off the fuel supply so that by Scott Point there was no wind, a foul tide and almost no progress. Gradually common sense returned to the fleet who one by one dropped the jib, turned on the engine and headed for home. As a result, this race will be resailed on March 13 at 1200; this time there will be a short course (to be set at the skippers meeting at 1130), and there will be wind.

Single-handed seminars

We now have 26 people registered for these seminars, a good mixture of racers and cruisers, and the first will have happened by the time you read this. Please note that due to scheduling conflicts, the dates for the last three have been changed to April 19, May 24 and June 14.

Rating and handicapping review

A committee consisting of Stuart Farson, Roger Kibble and Ole Andersen have been taking an in-depth look at the thorny question of rating systems. These are the systems which attempt to level the playing field and allow very different boats to compete against each other in such a way that each has an equal chance of winning in any given race, assuming an equal level of preparedness, local knowledge and sailing skill.

The system which our club uses, along with almost all the other sailing clubs in

North America, is the Performance Handicap Rating System, known locally as PHRF-NorthWest. However there are others, of which the most widely used internationally (and particularly in Europe) is the International Measurement System (IMS). However this is being supplanted—quite rapidly in some areas—by IRC (which presumably stands for International Racing Council, but even their own literature doesn't say so), which started in Europe but is making inroads into some of the higher level races in North America—and in Vancouver, for some events, the ORC (Offshore Racing Council) system is used.

All rating systems have their advantages and disadvantages. The great advantage of PHRF is that it is simple, cheap and easy to work with: it requires minimal measurements of the boat and sails, it provides a single number which is easily used to convert a boat's actual time for a race into its corrected time, and it is widely accepted. The disadvantages are that it makes no allowance for the weather conditions and that it to some extent has been manipulated by those with influence to give their boats a more favourable rating.

All of the other systems mentioned above—ORC, IRC and IMS—are by comparison complicated, require extensive measurements (including boat weight), need a software program to run, and are more or less expensive for the boat owners. On the plus side, they make adjustments for wind strength and direction and because they are considered to better encompass all the many variables of sailboat racing, are growing rapidly, especially at the level of international racing.

The Committee has done an excellent job of reviewing the strengths and weaknesses of each system, and copies of their report are available for review on the bulletin board at the clubhouse.

The other component of a rating system—and frequently confused with it—is the handicapping system. The golf analogy can be used to see the difference between the two: each golfer has his own handicap which allows him to play against other golfers with different skill levels. But suppose that one golfer was playing with clubs that were shorter than the other golfer's clubs: those clubs could be assigned a rating, to compensate the golfer for playing with less effective clubs than his opponent (assum-

Racing schedule

Sunday, 13 March
Re-run of PREVOST ISLAND RACE
1200 start
Details at skippers meeting at 1130

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

Sunday, 3 April
WALKER ROCK RACE
1000 start, TL 1830
Distance 17.5 NM
Start - Welbury Spar (P)
- Walker Rock (P) - Governor Rock (P)
- Welbury Spar (S) - Finish

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

ing the golfers were the same size—the analogy does not completely work). The rating would be attached to the clubs; but the handicap would be attached to the golfer.

So what handicapping systems do is to add a second layer of adjustment to an accepted rating system, thus introducing a factor for differences in skill and experience, in a further attempt to level the playing field.

Ratings are universal—you should be able to take your boat with its assigned rating to any regatta in the area and sail without any further measurements or adjustments being made. But handicaps are individual—they belong to each skipper—and they are generally not usable outside of the club that awards them.

In our area, the Turkey Head Sailing Association has a handicapping system which it has used successfully for several years: after each race they calculate what correction would have to be made to each boat's rating in order to have that boat finish in third place on corrected time. For example it might be that if a boat had 30 seconds per mile added to its rating, that

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Start of the McMillan Trophy Race with Walter Spit in the foreground. YEOMAN had a fantastic start and is already out of the photo



Philip Grange received the 2004 Commodores' Award at the last Annual General Meeting in November with the following citation:

'Philip Grange has quietly made outstanding contributions to the Saltspring Island Sailing Club over a period of thirteen years. Without fanfare he has repeatedly offered his expertise as an engineer to help us deal with technical problems that have needed solutions. He has served on every

committee that has had to deal with designing and implementing improved breakwaters, both along our foreshore and afloat. He has designed and supervised the emplacement of steel reinforcing for our clubhouse to make it safe. He has been closely involved in assessing and remedying problems of slope stability which have in the past threatened to slide our clubhouse down the hill and the workshop into Ackerman Creek.'

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Racing, from page 3

would be enough to put it in third place. This 30 secs/mile then becomes the boats 'club handicap' and is added to its regular rating. She sails the next race with this adjusted rating. After the race the same calculation is done again; if the boat actually comes in third on corrected time, then no adjustment is made; if she comes first or second, the calculation will show that her handicap needs to be reduced for the next race; and if she comes fourth or lower, then additional time will be added.

The benefit of a club handicapping system is that it encourages newer and less experienced sailors, and that it adjusts for any inequality in the rating system. It gets around the often-heard complaint that "such and such a boat has got a really favourable rating" (usually said about a

Martin 242!); or "It's impossible to sail my boat to its rating" (usually said by me!).

There will be a discussion of the White Paper on Ratings at 1600 on March 19, immediately following the One Day Regatta, and before the dinner in the clubhouse. All interested in this vexing question are welcome to attend.

One Day Regatta And Dinner

The Spring One Day Regatta takes place on *Saturday*, March 19, first start at 1000. There will be the 3 or 4 short races, and perhaps one longer race to finish. This will be followed by a chicken curry dinner in the clubhouse at 1800. Tickets are \$10 each, must be purchased in advance from David Wood <wood@saltspring.com> and there are 40 available. First come first served (for the tickets that is, not the dinner).

—David Wood, *Fleet Captain Racing*

Help wanted for June cruise

Some tentative plans have been completed for a cruise in June; however, other commitments make it impossible for the organiser to actually finalise and lead the cruise. As a result we desperately need someone to either take charge of the existing plan or alternatively to set up a completely different cruise.

If you are prepared to do either of these alternatives please contact me by email at marc_ann@telus.net or at 537-1103. It would be a shame to not have any cruise activity in June so someone please help us out on this one.

—Marc Lalonde, *Fleet Captain, Cruising*

A free propane stove

An all stainless steel Shipmate propane stove with 3 burners and an oven. I have just removed it from my boat, and it is in good condition except for a few adjustments and perhaps a new burner. Please call Leon Aptekmann at 537-5669.

No way...

—an embarrassment

Have you cast off from the dock and found you could only drift? Has this happened at the Commodore's Sailpast? Then you know all about propellers encrusted with marine growth.

A diver has agreed to a group-clean at a weekend sometime in March. He will inspect level of hull fouling, check state of zincs, and clean your propeller. For a small added fee he may change your zincs. We estimate that the charge will be about \$25 per boat for the basic inspection.

If you are interested please send name of boat and dock number (if possible by email) to me at jmyers@saltspring.com and you will be contacted. Or phone 537-1933.

—John Myers, *PAWATA*

The time has come to save money...

the Walrus said.

For those of you who know the routine and have taken advantage of the Pacific Yachting offer (through CPS) of great savings in the past, its time to renew. For those who don't, the deal is this: PY will grant a group rate subscription for new subscriptions, or for the renewal of your old subscription, by extending whatever your expiry date happens to be for the next 12 months. The only catch is that we don't know the exact amount at this time but PY has promised to let us know very shortly. Last year the rate was \$22—half the normal rate of \$44.

So, if you intend to get in on this deal, please call me at 537-1345 right away and I'll put you in contact with the person who can make all the arrangements.

—Jim Ganderton, *VALKYRIE*