



SALTSPRING ISLAND SAILING CLUB

Tell Tales

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Time to rake the leaves...



and make the club shipshape for the winter!

Commodore's remarks

The long awaited and previously deferred (to B-dock restoration) C-dock and BC Ferry dock restoration were approved at the September 19th General Meeting. The cost of this capital project is expected to be approximately \$215,000 including pile driving and electrical. It was also pointed out that this undertaking to be scheduled for February 2006 would trigger additional charges against our existing line of credit (LOC). By virtue of our revenue streams—most of the club's revenue is received November 1st annually—the LOC will fluctuate from the projected year end balance of \$70,000 to between zero and perhaps a high of \$236,000 over the next three fiscal years, at the end of which the LOC should be zero, future projects notwithstanding.

A further motion granted approval to proceed with negotiations to purchase five used C420 boats for the Junior Sailing School as part of the replacement of the very aged Laser fleet. The anticipated cost is \$21,500.

Several suggestions were raised from the floor, one being to make more use of email to disseminate club information. If you have previously provided the club with an email address, it will appear on your annual invoice for confirmation, along with your boat name and phone number. The

initial intent is to include email addresses in the upcoming yearbook. Before any further use of email is undertaken, I think some guidelines will need to be established around what type of information the club would disseminate and who would oversee it. If you have comments on this, contact me at grailer1@telus.net.

Another suggestion, coincidental to something on the Board's agenda, was to have a look at the security access to the docks. The Board is investigating alternatives to the present keying method.

On the subject of cruise attendance, it was proposed that cruise information be posted on the website, individuals going out could invite others to come along via the notice board in the lobby, or that cruises might be destination oriented rather than a movable feast.

Speaking of the notice board, just a reminder that minutes of all Board and General Meetings are posted along with related information. Take a moment and read them to keep yourself informed of club business. If you have any questions as a result, you can contact Greg Harmeson, our Secretary, or myself.

I look forward to seeing all of you at the work party on October 15th.

—April Steel, Commodore

Annual billing reminder

Invoices were mailed October 6th and are payable not later than November 1st. Date your cheque November 1st, mail in now and be certain not to attract the late payment charge of 10%.

Come to the ANNUAL FALL CLEAN-UP and WORK PARTY!

Saturday, 15th October
starting at 0900 hours

Bring your favourite tools for working on the docks, on the grounds or the clubhouse!

Staff Captain, Arlene Dashwood, will provide coffee-break goodies, a hearty meal for lunch and beer for those who stay until the end!

...and for those who'd like to attend one more work party, we have the

Free Bonus
—two-for-one
Extra Clean-up Day!

Saturday, November 5th

Come and help repaint the inside of the clubhouse. Sign-up sheet in the clubhouse.

Hurry—places are limited!

—Nick Hodson
Vice Commodore

Get your tickets now for the
Commodore's Banquet

See page 2 for details.



Deadline for the next Tell Tales is 4 November

Staff Captain's report

The end of season Salmon Barbecue was a great success this year, with almost 90 members attending! I should go away more often, as the kitchen, BBQ and bar staff did a superb job without me. Many thanks go to Helen Johnson, Linda Reynolds, Joanna Southwell, Norah McCloy, Susanna Devitt, Suzanne Ambers, Nick and Vicky Hodson, Jennifer Healy, and Gail Mayer in the kitchen. Mike Byrne, David Arnott, Harold Brochmann and Gary Railer manned the BBQs with expertise, while Candace Brochmann and her crew of Jean & Fred Howell and David Southwell were kept very busy at the bar, and did a tremendous job. I know there were many others as well who just helped out in a spontaneous way, and we mustn't forget Flo Ganderton's special salmon sauce. Delicious! Great job everyone!

October 15th is Work Party day

I can use some help with the food prep and serving, so please call me if you still have some volunteer hours to fill for the year, (or you are just able and willing to come out and help.) We will be providing morning coffee break refreshments and lunch plus the end-of-day beer to those who are still around.

Please note—there will not be a social evening on Tuesday, October 18th, as indicated in the yearbook. Your Executive will instead be working hard on some of the tasks to complete before the end of this term.

Commodore's Banquet

Reserve your tickets now for the Commodore's Banquet. This year we will be having it at the Harbour House Hotel, in the Green Room, on Saturday, November 19th, at 1800 hours. All tickets must be purchased in advance, and I will be posting a sign-up sheet in the clubhouse with further details for all club members. You can either put a cheque in the Staff Captain's slot at the clubhouse, or phone me at 537-5050. The tickets are \$30 per person, for a fun-filled evening, with some surprises as well.

This is a wonderful event, with a good opportunity to have fun with old and new members of this great club. As well, we gather to honour our Commodore, April Steel, for all of her hard work on our behalf. Of course you may just know her as the 'party-animal' that she is, so come prepared to join in and swap stories, tell some jokes, and kick up your feet to the tunes of our Band.

Please note that tickets must be reserved by Saturday, November 12th!

Please call me at 537-5050 or send an email to oceanottage@saltspring.com if you can help out or if you have any questions.

Cheers, Everyone!

—Arlene Dashwood
Staff Captain



HAROLD BROCHMANN PHOTOS



The annual Salmon BBQ was as enjoyable for diners as it was for cooks Mike Byrne (left) and David Arnott (right) with onlookers John Myers and Marc Lalonde (behind John)

The Salmon BBQ festivity this year included a birthday cake for Chris Pattinson who turned 90 a few days before the party. She and Dick have been members since 1979—26 years, and they're still as excited about sailing as ever!

Cruising report

Unfortunately the past cruising season has not been a success. All planned events were poorly attended and several had to be cancelled because of a lack of interest. This raises the question of whether this activity should be pursued as a club sponsored event. A lot of work goes into the organising of these cruises and it is simply unfair to impose on people if there is no interest.

A considerable amount of time was spent at a recent Board meeting discussing this issue and it was also raised in my report to the membership at the last General Meeting.

There appears to be a consensus that the club should continue to support cruising events. The nature and type of events,

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

On the docks

It being the end of the season, Hugh Preddy has brought in the *YELLOW MAX* and taken it home to spend the winter in a dry, safe place. We think it was much more visible in the last position off the spit and plan to return it there at the start of next season.

A concern about the use of water hoses has been pointed out to me by Lawrie Neish. One of our hoses appeared to have an oily substance in the hose when it's flow was directed onto the water surface. It cleared up with flushing but all members should remember that our hoses are used for drinking water supply and should never be used for any other purpose except general wash-up.

Our C-dock and BCFC dock replacement project has gotten underway and letters and drawings have gone out to the necessary authorities as well as to the supplier, International Marine Floation Systems Inc. Hugh Greenwood has done great work on our drawings as a member of our project committee. The other members are Derek Barrio, Nick Hodson, Bob Scott and Philip Grange.

The date of our fall Work Party has been changed to October 15th (from November 5th as shown in the yearbook). We will be starting some preparation work for the C-dock project so I'm hoping for good weather and a good turnout. Tools to bring will include a good supply of wrenches, pry bars and nail pullers if you have them. The work list will be posted in the clubhouse foyer this Saturday, October 8th, so anyone who wishes can have a preview look.

—Norm Dinsmore, *Rear Commodore*

Secretary's corner

New members

Please join us in welcoming new members Gail Bryn-Jones, and R.B. & Nancy Bortz. Welcome all!

We're also happy to announce that members Bob & Linda Reynolds have changed their membership from Associate to Regular. Many of you will already know, or at least recognise, Bob & Linda as they are 1st in line to volunteer for many duties around the club.

Reciprocal clubs

As the cruising season slows dramatically it is time to review our various reciprocal arrangements in preparation for next year.

For this review we would ask that you share your experiences, both good and bad of the various reciprocal clubs that were on our list this year.

As a reminder, the list of clubs can be found on page 59 of your yearbook. The only approved club which didn't make the print deadline was Semiahmoo.

Please respond by placing a note in my letter slot at the club.

Thanks!

—Greg Harmeson, *Secretary*

Farewell to a Past Commodore

Charles Sutcliffe passed away on 24 September, 2005 on Salt Spring Island.

Charles joined the Sailing Club in 1978 and became a major volunteer contributor from the first day. He was one of the group of early members who helped the club acquire our present property on Douglas Road.

The club saw many improvements during the time Charles served his two-year terms as Commodore—first in 1981–2 and then again in 1993–4. During these two periods of tenure he instigated upgrades in countless areas from our archive filing system to our docks. He initiated our application for a speed limit in Ganges Harbour, and organised studies and trials with several breakerwater systems leading to our current facilities.

Charles and Melba's first boat was a Crown 34 sailboat which they named *YEOMAN OF CESTRIA*. It is still in the club where it is owned by Phil Hume.

Charles' next boat was a 32' Fairbanks power boat which he named *POCAHONTAS* after a bay where they found refuge during a cruise to Desolation Sound in 1987.

Even though Charles suffered a debilitating stroke in 1997, he continued to attend

Cruising, from page 2
however, will have to be changed to meet member interest. One of the problems would seem to be that everyone is faced with many competing time demands. This is particularly true during the summer months of July and August. Another factor is in finding a theme or occasion that has enough common appeal which a group wants to share.

Several suggestions have been made including organising events outside of the peak months, and cruises with a destination theme or activity. This certainly was successful last year for the Victoria cruise which included a tour of the Egyptian exhibit. Another idea being explored is to encourage

HELP still WANTED!

Bar Captain

An individual is needed to 'host' the bar at club social events. Duties entail staffing (yourself and/or others) the bar, purchasing and maintaining beer and wine stock plus related supplies, obtaining 'Special Occasion Licences' as required and handling cash. A 'Serve It Right Licence' is a must but can be gotten readily.

If you would like to work closely with the Staff Captain and organise this aspect of approximately ten annual events—and have fun; please call me at 537-4207 for details.

—April Steel

House and grounds

We have a new clubhouse cleaner—Rheona Severson—who is one of our racing crew. She has made a great impression on the clubhouse in her first couple of weeks. Please help to make her job a little easier by putting away tables and chairs when you have used them.

Don't forget that the Fall Clean-up will be on October 15th. This is an excellent opportunity to make up your 20 hours of volunteer time. There are plenty of things to do both around the clubhouse and grounds. There is now a list of jobs in the clubhouse to enable you to bring the appropriate tools and equipment for your chosen job.

For those of you who can't make October 15th, or can't get enough of working at the club, we are hoping to repaint the inside of the clubhouse over the weekend of 5–6 November. There is a signup sheet for this on the clubhouse notice board.

—Nick Hodson, *Vice Commodore*

club meetings and work parties, and he was especially pleased with how well the rhododendrons and other bushes which he planted were thriving.

He was much admired by club members and will be greatly missed for his energetic and enthusiastic contributions.

members to make their own arrangements with others who have common interests for joint cruising ventures. This could be supported by the club with a dedicated bulletin board to inform other members, together with notices on the club website.

There are probably many other ideas out there and I would be pleased to hear what other interests or alternatives you might have. What we are collectively able to put together to best serve all of us as members is what the cruising program will become. So again, put on your thinking cap and let me know what you think. You can email me at marc_ann@telus.net, or telephone me at 537-1103 or drop me a note in my mailbox at the clubhouse. Choose whatever suits you best but let me know your thoughts.

—Marc Lalonde, *Fleet Captain Cruising*

CLUB CALENDAR

OCTOBER

- 15 Sat 0900 FALL WORK PARTY
- 16 Sun 1000 Channel Isles #3 race
- 23 Sun 1000 Jack Langdon Trophy race

NOVEMBER

- 1 Tue 1900 Board Meeting
- 5 Sat 0900 Clubhouse painting party
- 12 Sat 1000 Season's End race
- 12 Sat 1600 Racing Awards/Social
- 19 Sat 1800 Commodore's Banquet
- 29 Tue 1930 Annual General Meeting

DECEMBER

- 6 Tue 1900 Board Meeting
- 13 Tue 1900 Christmas Party

RACING NEWS

Montague Harbour

Start - Julia, Parker and Sphinx Islands (P) - Finish.

This is a beautiful race course, but one that is often plagued with light winds. This year was a pleasant exception, although there were holes to be found for those who were diligent in searching them out.

The start saw the fleet beating against a modest southeasterly out to Scott Point, then easing off and bearing away toward the southern entrance to Montague. It was in the lee of Prevost, between Nose Point and Peile Point that the first hole could be found, and almost all the boats found it, with the exception of *MINKE* who, rounding Nose Point last (as befits the slowest boat), was able to learn from the mistakes of the others, stayed close in toward Prevost and caught up marvellously. As a result, she was the third boat into Montague Harbour, behind *JJ FLASH* and *FINAL DASH*.

Through Montague the wind held up; but as the boats emerged from the northern entrance, they were met with the prospect of a large space with no wind in the lee of Parker Island. This they had no choice but to cross as they made for the gap between Sphinx and Charles, on their way back out to Trincomali. Although none escaped completely, some were more fortunate (skilful?) than others, with *DERYN MOR* having the hardest time escaping its clutches.

Once back in the Channel, there was a steady wind which held all the way to the finish, at which *JJ FLASH* arrived long before anyone else (as befits the fastest boat) hoping, as they waited at the dock for the rest of the fleet, that their margin of victory would be large enough to keep them ahead on corrected time. And so it turned out: *JJ FLASH* earned first place, second went to *MINKE*, third to *STRAWBERRY EXPRESS*, fourth to *FINAL DASH*, fifth to *DERYN MOR*, while *LUNA* broke a gooseneck fitting and prudently retired.

Single-handed race

Start - Batt Rock (P) - U62 (P)

- Welbury Spar (P) - Batt Rock (S) - Finish.

This race is scheduled as a No Flying Sails race. However, as the skippers assembled on the docks it was decided that, if all the participants agreed to it, we would change the designation to Flying Sails, and the hard core had already decided that this was what they would like to see happen. The resulting delegation which made its way down C-dock towards *STRAWBERRY EXPRESS* shortly before the start may have had the outward appearance of benevolence; but there is no doubt that what was on their minds was intimidation.

They could have saved their breath: Scott had already set up his spinnaker and was totally prepared to fly it single-handed for the first time. In the circumstances, Ole had



BOB JONES PHOTO

The fleet heading out of Ganges Harbour during the Single-handed race

no alternative but to graciously agree to do the same on *WESTWIND*.

Their opportunity came sooner than they expected, as the wind was out of the north at the start and all the boats raised their spinnakers as they crossed the line. The wind carried us down to Second Sister, and then died, leaving the boats, having dropped their spinnakers, in a cluster, wondering where it would fill in from. The answer was that it came in from almost the same direction, but with a bit more east in it. This wind, modest though it was, held for the rest of the race, with the unusual result that at no point did the fleet have to beat to windward. We sailed on close to a dead run to Batt Rock, close-hauled on port tack to U62, then close-hauled on starboard to Welbury, another run to Batt Rock, and a close reach to the finish line.

One might think that these conditions would suit the faster boats (I for one was thinking along these lines) but it turned out not to be so, or perhaps we were simply outsailed: when it comes to single-handed sailing, I keep my mouth shut and listen when Kevin Vine and Tony Meek are in the crowd. Although *WESTWIND*, *FINAL DASH* and *STRAWBERRY EXPRESS* finished ahead of them, Tony and Kevin came out on top. On corrected time *MINKE* was the clear winner, with *DERYN MOR* second, *STRAWBERRY EXPRESS* third, *WESTWIND* fourth and *FINAL DASH* last. I am not sure that anyone really cared about the results; we had a wonderful few hours on the water, in great company and gratifyingly little back-chat from the crew. For learning to fly a spinnaker on your own, the conditions were favourable; but only Scott and Ole could have provided the key ingredient, which is the courage and determination to try it. Congratulations to both of them.

—David Wood, Fleet Captain, Racing

Captain Passage race

There were eight boats out for this race. The weather was overcast with a hint of rain. However, the wind out of the southeast was

about 15 knots and some very dark clouds to the south suggested the race would be a quick one. Most boats crossed the line with reduced sail area.

By Second Sister the bigger boats were starting to pull ahead. *WESTWIND* was holding her own with the lower rated *FINAL DASH* and *SOUL DANCER* and *FANDANGO* not far behind. *ELECTRA* was having problems with the reefing gear and was carrying too much sail for the conditions but was enjoying trading tacks with *STRAWBERRY EXPRESS*. Both *MINKE* and *DERYN MOR* were handling the conditions well and staying very much up with the fleet.

I think *WESTWIND* was first around the weather mark of Batt Rock. (Your scribe was on *ELECTRA*, and as we were below wave height much of the time was not able to observe beyond the immediate surroundings). We did however note that *FINAL DASH* was the first around U62. The leg to Welbury Spar was nominally a spinnaker run but no one chose to fly one in the prevailing conditions (18 to 20 knots of true wind in the squalls). By now *ELECTRA* had sorted out the reefing problem and with a more appropriate sail area was pulling ahead of *STRAWBERRY EXPRESS*. Rounding Batt Rock for the second time we noted some moderation in the wind and *ELECTRA* was the first to hoist a spinnaker. Both *DERYN MOR* and *MINKE* did the same as they rounded some 10 minutes later and they enjoyed a grand battle to the finish line. *FANDANGO* had elected NFS but did manage to get two headsails on the forestay to make a spirited finish.

It was a great race and the rain held off for most of the time. The sailing was exhilarating and the day was capped when we assembled on board *SOUL DANCER* and were served a very fine curry. It does not get much better than that.

—Bob Jones, *ALACRITY*

[Check our website at saltspringsailing.ca for the results of all these races.]