



SALTSPRING ISLAND SAILING CLUB

TellTales

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JIM CANDERTON PHOTO

The Junior group setting sail for another glorious day on the water.
See the complete writeup on the Junior Program on page 2

Commodore's remarks

As I write this, summer is winding down after a late start. *WIND WENCH* joined *GYPSY* and *TINKER* on the July cruise to Indian Arm, taking in the hospitality of our reciprocals at Nanaimo, Burrard Inlet and Deep Cove along the way. Deep Cove and Indian Arm, a day outing from Deep Cove, are delightful spots worthy of the journey.

As a general observation, members who organise club cruises put a lot of time and effort into putting together and leading these outings for what appears to be an ongoing trend of sparse participation. Perhaps it is time for a change of format? Looking at the notice boards and calendars in other clubs over the summer, Rendez-vous' appear popular. Our old way of doing the Salmon BBQ reconstituted!

Speaking of which, Gary and I send our regrets as we will not be attending this year's Salmon BBQ due to our required presence at the Royal Military College to attend number one son's wedding. Bet

the food won't eclipse our BC Salmon *a la Flo's Sauce*.

Our next General Meeting is **MONDAY**, September 19th. We will be bringing you the updated details on the restoration of C dock and BC Ferry dock replacement along with the financing. There was a certain angst expressed at the May Special General Meeting around the possibility of what was deemed a significant increase to our currently approved debt load. I have been listening and am hopeful that we can complete construction according to the present plan. However, our aging sailing dinghy fleet has probably seen it's last summer of duty and we can't postpone replacements.

The Board will be taking a hard look at our capital needs and available resources at our upcoming Board meeting (after TellTales has gone to press). The recommendations will be presented to you on September 19th.

—April Steel, Commodore

>>> Note date change!

SaltSpring Island Sailing Club
General Meeting
Monday, September 19th, 2005

AGENDA

- Call to order 1930 hrs
- Minutes of May 31st SGM
- Business arising from minutes
- Treasurer's report
- Report of officers
 - Vice Commodore
 - Rear Commodore
 - Fleet Captain, Cruising
 - Fleet Captain, Racing
 - Fleet Captain, Dinghy
 - Wharfinger
 - Staff Captain
 - Past Commodore
- Commodore's remarks
- Other business
 - Proposal for C-dock and BC Ferry dock
- New business
- Adjournment

—Greg Harmeson
Secretary

End-of-season, end-of-summer SALMON BARBECUE

MARK YOUR CALENDARS
NOW FOR THE SALMON BBQ!

Sunday, September 25th at 1800 h

- Tickets must be ordered in advance for this fun social event
 - Tickets are \$10 per person
 - The Bar will be open
 - The deadline for ordering tickets is Friday, September 23rd
- Please sign up at the clubhouse, or call Linda Reynolds at 537-1195.

—Arlene Dashwood
Staff Captain

Caps, T-shirts and fleece vests with club insignia are now available!
See details on page 4

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Send an email request to: telltales@saltspingsailing.ca



Deadline for the next TellTales is 7 October

On the docks

Maintenance on the docks has been ongoing during the summer season. The troublesome bridges between the BC Ferry dock and the new breakwater have been repaired more than once. The latest repair added a plate to each bridge to prevent them slipping down between the float sections and being bent out of shape by wave action. Repairs were made by Bob Shaak with welding machine assisted by Al Kirk.

A water line leak which occurred was repaired on the same day by Rod Macdonald and several people got involved in the care of the *YELLOW MAX*. The *MAX* dragged it's anchor on July 23 in high winds. This was reported by a member to Greg Harmeson who, when we attempted the relocation, discovered a badly frayed anchor line. The *MAX* was brought in to the docks where the anchor line was repaired with the addition of a swivel and a length of chain rode by Hugh Preddy. The *MAX* is now located just outside the spit on the port side when entering the harbour where it is hoped it will be more visible to incoming boats.

Our fall General Meeting is on September 19 where I will be presenting our latest numbers on the proposal for C dock and BC Ferry dock replacement. We hope to see as many members as possible at this meeting to express their views and vote on the proposal.

—Norm Dinsmore, *Rear Commodore*

Wharfingering

Summer has just about flown by. We bid farewell and safe passage to *AVÉ*, owned by Louis Renaud, and Michael Ryan's *APOGEE*. Since the summer has passed, some moorage assignments can be expected over the next while.

We have had a total of 238 reciprocal visits to date this spring and summer. Comments from the visitors have been very complimentary toward the club and the Daily Duty Wharfingers. Speaking of which, we still have a few days yet to be covered before the season ends. If you have not been able to help out, there is still time to be the Daily Wharfinger and meet some interesting people. A hearty thanks to all those who have helped out this summer—it is greatly appreciated.

The recent fire at the marina in Washington is a reminder of how devastating fire can be at a facility like ours. It points out how diligent we must be when checking our boats and equipment to ensure fuel is contained, safety equipment is up to standard and readily available, and that our boats are able to be started and removed from the marina in an emergency.

Since annual renewal time is coming upon us, we will be checking boat lengths, dinghies, etc. to assure we have the most up to date information. If you know of any changes regarding your equipment please call me at 537 4021.

—Bob Scott, *Wharfinger*

House and garden

I hope everyone enjoyed their summer on the water. Vicky and I certainly had a great time on our trip to the Broughtons, despite the weather.

The clubhouse has survived the onslaught of the Junior Program very well and I would like to thank the instructors for cleaning and tidying the house at the end of each day. They did a very good job.

We have experienced some problems with booking the clubhouse for private functions. The club regulations require a written application at least one week in advance of the event. So, to clarify the situation, the booking procedure is as follows:

1. Look at the calendar in the entrance hall to see if the date you want is free
2. Phone the Vice Commodore to check if the date is available.
3. Fill in the application form (available on the notice board) and leave it in the Vice Commodore's slot
4. Don't forget that the club requires a payment for private functions.

—Nick Hodson
Vice Commodore

The Mastlift...

—the club-owned device for hauling sailors up to the top of their masts—has been sent for repair to the service representative in California, who has forwarded it to the factory in Switzerland. While the unit won't likely be back in service before September, we are assured that, "it will be taken care of in the very best way". Please be patient.

—Kevin Vine



Summer Junior Program a real winner!

How the time flies when you are having fun! That's what the 47 kids who joined in the Opti one week program thought, as did the 46 teenagers who learned to sail in the two week Whitesail program. In all, 103 students participated this year learning to sail under the five great instructors we had this summer, Andrea Bartle, Jessica Letour, Stuart Dahlgren, Heather Meek and Jesse Johnston-Hill.

We were able to run a one-week adult program as well, with 12 eager participants, starting on the Sunday and finishing after work, 5–9 p.m., the following week. Many said they would like to continue to the next level next year.

I would like to thank Terry Warbey and John Sellar for moving their boats to allow the dinghy dock to be moved to the other side of the finger. This allowed the Lasers and Opti boats to be launched and retrieved even at the lowest of tides. In turn, as the boats didn't have to be dragged in the mud to be launched, the boats sustained less damage than they normally do. I would also thank Tony Meek for his ever-present helping hand in repairing the boats, moving the dock and giving me sound advice.

On a more sober note, the Laser II's are really on their last legs. One incident occurred when a mast gave way at the step while being used, while another had the deck parting from the hull. The cost of repairs unfortunately is now too much, and an alternate must be found if the program is to continue.

I will give a full report at the next General Meeting—suffice it to say that the program is a real winner with the kids, parents and our community.

—John Wellingham
Fleet Captain Dinghy

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all the way back to 2000!
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*John van den Hengel, a visitor from
Maple Bay Yacht Club, caught this shot
of our resident blue heron*

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RACING NEWS

The racing summer

For a sailor, how long a summer lasts has not so much to do with the weather and the hours of sunshine, as to how much time he or she gets to spend on the water. If the turnout at our scheduled summer races this year is any guide, this summer has been a long, hot one for many of the club's racers, who seem to have temporarily abandoned the short but intense pleasures of racing for the slower satisfactions of cruising, the better to restore the soul and provide a balm to their frayed nerves. The absence of participants led to the cancellation of the One Day Regatta in August, and of the Pender Island Race/Cruise, as well as to the postponement (or cancellation) of the Night Race. The wise racer goes cruising in August; there is a lesson here for those setting future summer schedules.

All that remained of the racing schedule were the July One Day Regatta and the Jack and Jill Race, of which Bob Jones' excellent reports may be found on the website; plus the very entertaining Wednesday night series, and the equally excellent, but very different, Vendée Salt Spring.

One very good innovation at the July regatta was to combine the post-race barbecue with the club's July social. With racers and non-racers together, a good crowd gathered on the lawn for an excellent dinner prepared by Staff Captain Arlene and her willing helpers. Definitely something worth repeating.

The Wednesday night series

This is a series that builds to a climax, with the greatest participation and exuberance being reserved for the last few weeks. For the past two years we have started the series a month earlier than usual, at the beginning of May, but with mixed results. It provides a month more sailing for those who are keen, but turnout was often sparse, despite boats preparing for the Round Saltspring, and it is a moot point whether it is an experiment worth continuing. Once June came along, there was always the core group of racers on hand, who don't mind racing among themselves, but prefer the variety that other boats bring. However, the weather in June was not conducive to one of the greatest pleasures of Wednesday nights, which is sitting in the cockpit after the race with a cold beer, a bag of chips and a tub of Thrifty's seven-layer dip, watching the sun set over the harbour and, with any luck, the rest of the fleet struggling to finish the course in the dying breeze. We had to wait for July for that experience to reach the peak of its perfection, and as July turned into August more and more boats came out to share it, even as the evenings themselves began to draw in. The racing itself is keen but not serious, as evidenced by the disregard which many boats pay to the marks of the course,

often preferring to round one of their own choosing than stick to those defined at the skippers meeting. This is definitely racing at the less serious end of the spectrum, even by the relatively laid-back approach we take on Salt Spring. But it is also, taken as a series, some of the most entertaining racing of the season and a very pleasant way to enter into the racing scene.

The Vendée Salt Spring

The inaugural Vendée Salt Spring took place on the weekend of July 9th and 10th. There were 14 entries, 9 from SISC, one from Vancouver, 3 from Vancouver Island and one from Washington. Of these 14, eight were single-handers and 6 double-handed. The fastest rated boat was *JJ FLASH* (Stuart Farson's J-39 with no flying sails at 79) and the slowest *CHEEKY BUOY* (Santana 20, recently of SISC, now of SNSYC, at 238). At stake was the honour of wearing the (soon-to-be) fabled yellow jersey worn by the winner of the Vendée Salt Spring.

The organising committee (which was the SISC Race Committee) decided to take a leaf out of the Round Saltspring race book and create a new event rather than just another sailing race so, in our planning, the shore-side activities (mainly food!) were given as much emphasis as the sailing component. The weekend got underway on Friday evening with a crab boil on the outer breakwater, with crabs and the associated cooking gear generously provided by Ole Andersen and Keith Simpson. Everyone except the crabs had a good time.

We had been lucky to get Jim Ballantyne to volunteer his services (and Sandy's also) as race committee for the weekend, and he was able to get the fleet away in a single start at 1000 on Saturday morning. We beat out against a moderate southeaster, riding a strong ebb all the way to Beaver Point, where the traditional hole in the wind lay in wait for the leaders. *JJ FLASH*, who had elected to go No Flying Sails, had the opportunity to ponder this decision as many of the other boats raised their spinnakers and, choosing either Piers Island or Fulford as their direction, tried to make the most of the gentle breeze. But by the time the boats reached Cape Keppel, it was hard to say that one choice had been better than the other: *TIGGER J*, *WESTWIND*, *ALACRITY*, *FINAL DASH* and *KOMERA* were more or less level. And so it would have continued had not *KOMERA* broken the line controlling her spinnaker pole, and had to slow down for repairs, leaving the others to continue in the leading pack.

The tide was running strongly through Sansum Narrows, and after finding the fastest current inside Burial Island, *TIGGER J* was able to pull ahead slightly, although at that point it was still anyone's race. However, energetic and youthful sailhandling enabled *TIGGER* to emerge on the other side ahead of *ALACRITY* and *WESTWIND* who, while undoubtedly energetic, could not muster quite the same youthfulness on the halyards

Racing schedule

See pages 47–48 in the yearbook
or check the club website
for the latest racing schedules
and results. Log into
saltspringsailing.ca

and sheets. Rain and very light winds dominated that last two miles into the Maple Bay Yacht Club, where Jim and Sandy were on station taking the finishing times. The first three boats finished comfortably ahead of the fleet; five boats ran out of time and scored a DNF for the leg, giving them 'time limit plus 30 minutes' for the leg.

After several revisions, *WESTWIND* was deemed the winner of the leg; however, a late-breaking after-dinner revision gave the podium to *TIGGER J*, so that in the end their crew had the honour of wearing the (soon-to-be-fabled) yellow jersey(s) for the second leg.

The MBYC, although hosting another party on that evening, had provided us with their lower patio, tables and chairs and access to their bar. Dorothy Finnegan and Nancy Andersen had driven over with two barbecues and the provisions for the evening, so we were all able to sit down to a dinner of barbecued potatoes, steak and Caesar salad, with raspberries and chocolate cookies for dessert. This evening everyone had a good time.

The start on Sunday morning was set for 0900, and right on cue the regular Maple Bay wind came in and gave us a great upwind start. We beat out of the bay, but as we came under the hydro lines the wind started to go light, and remained a gentle breeze right on the nose all the way up to Southey Point. By this point *JJ FLASH*, *ELECTRA* and *KOMERA* had opened up a comfortable lead on the rest of the fleet. The wind in Trincomali Channel was very light, and all three leading boats elected to hug the Salt Spring shore. As the next boats—*SOUL DANCER*, *WESTWIND*, *ALACRITY* and *FINAL DASH*—rounded the point, it was clear that the leaders had run out of wind on the Salt Spring side, and that their only hope of success was to head for Galiano and pray that the wind would fill in there first. And so it happened, with the wind coming down the channel from Active Pass and lifting the boats on the Galiano side up to and then ahead of the original leaders. Only some gutsy sailing by *ELECTRA* right up against the Salt Spring rocks in Captain Passage allowed her to maintain her position, cross the line second and correct out in first place for the leg. This time only three boats failed to finish within the time limit of eight hours.

Serious skulduggery and revision on top of revision followed, during which almost every contestant was at one time declared

Continued on page 4

Staff Captain's report

Can you believe that summer is almost over? I hope that it has been a wonderful summer, with many great boating excursions, for all of our members.

We had a wonderful barbecue at the clubhouse on Sunday, July 24th, with over 45 members and guests attending. It was the culmination of the Sailing Regatta that took place over the weekend. Many thanks to all of those who helped out: Ron Hardie and Judy Henderson, Judy and Glenn Willett, David Wood, Cathie and John Wellingham, Helen Johnson, Don Dashwood, Mario Tello, plus many others who spontaneously pitched in to help. A huge note of appreciation goes to our very own Commodore and her partner, who were pressed into service to run the bar!

For those of you who asked about the recipe for the chicken breasts we barbecued, here it is:

Ridiculously simple BBQ chicken

Buy a tin of Pride of Szeged Chicken Rub (from Admiral's Specialty Foods). Mix ½ cup of the spice mix with 4 tbsp of oil and 2 tbsp of fresh lemon juice in a bowl large enough to hold the chicken. Stir to coat well and refrigerate for 2–6 hours. You can grill, bake or broil the chicken, but I like BBQ the best. This rub can be used for all kinds of other meats and vegetables as well. It is spicy and delicious.

We have the beginnings...

of a good Staff Captain's committee, but can use some extra volunteers to assist with various tasks. Please call Linda Reynolds at 537-1195, as I will be away.

Looking ahead

Saturday, October 15th
- **FALL WORK PARTY** (with 'the best lunch' served to all volunteers!).

Saturday, November 19th
- **COMMODORE'S BANQUET** - all the details will be announced in the next TellTales.

—Arlene Dashwood, *Staff Captain*

HELP 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



New members

Thanks go out to Membership Committee member Sally Plunkett and Committee Chair Marc Lalonde for the extra effort required to meet with several prospective members over the summer months.

Marc coordinates a special online review process among Board members and we take this opportunity to welcome your new members,

John Teagle, Bill Wilson & Lynda Ardern, David & Joy Howell, Elizabeth Hayes, Anthony Thorne & Jane Thomas Thorne, Peter & Deborah McGovern, Ian & Sharon Wilson, Bob & Satu Troyer, and Keith Simpson & Jody Hawley.

Welcome all!

—Greg Harmeson, *Secretary*

Information awareness reminder!

There has been some confusion recently regarding changes which affect moorage. For that reason we wish to clarify a few points. The Wharfinger **MUST** be informed when:

A member has bought, sold, or traded a boat which is moored (or planned to be moored) at the club.

In the event of partnership formations (which must be between 'Regular' members). Primary contact member should be identified.

Slip possession does not automatically go along with a boat sale.

All sublet situations. Person subletting also must be a 'Regular' member. Total sublet time for a slip is 12 months from the time the member's boat was removed from the slip.

Any change in status of dinghies.

—Bob Scott
Wharfinger

SISC gear with embroidered club insignia

We now have new inventory of SISC caps in stock available in three colours, Olive Green, Red and Navy Blue.

We have also had Golf Shirt and Fleece Vest samples made up and will set up a display soon in the clubhouse with a sign-up sheet for your orders. We need a minimum of 12 per item to make up an order.

In the meantime, the caps are available now by calling Greg at 537-1262.

Caps \$12 each
Golf Shirts..... \$25 each
Fleece Vests..... \$35 each

—Greg Harmeson, *Secretary*

Racing, from page 3

the winner, only to lose the honour at the next revision. It was a stressful process for everyone except Mouat's, who were selling us the yellow jerseys. Five jerseys were handed out before the winner was finally and unequivocally declared: **TIGGER J** by 75 seconds over **WESTWIND**. In a race where the total elapsed time of the winner was almost 12 hours, this is close competition by any standard. In the single-handed division, **ELECTRA** beat out **FINAL DASH** by an equally small margin.

The weekend ended with a barbecue on the lawn of the clubhouse. Almost everyone agreed that it had been a very entertaining weekend with great food, challenging sailing and excellent company (especially for the single-handers!). It looks very much like we will make plans to do it all over again next year.

—David Wood
Fleet Captain, Racing