

SALTSPRING ISLAND SAILING CLUB

Tell Tales

VOLUME 25 • NUMBER 4 • MAY 2006

SaltSpring Island Sailing Club
General Meeting
Tuesday, May 30th, 2006

AGENDA

- Call to order 1930 hours
- Commodore's remarks
- Minutes of February 28th GM
- 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
- New business
 - Membership definition update
 - Long term plan update
- Adjournment

—Greg Harmeson
Secretary

HAROLD BROCHMANN PHOTO



The fire pump demonstration was a popular event at the recent Work Party. Here, new member RB Bortz hangs on to the hose



Annual Sailpast 7th May, 2006

The Annual Sailpast is the official opening of the club season, and one of the most formal activities of the Sailing Club year. It is an occasion for members to show the high regard and respect in which they hold the club, our Commodore and the Flag Officers. It is an event where a letter of regret to the Commodore is a good idea, if for any reason you are unable to take part. Unfortunately it can also be one of the more confusing of the club's activities, so read, mark, learn and inwardly digest the following information. And just in case it doesn't sink in, monitor Channel 69 on your VHF.

This year's event will take place on Sunday, May 7, starting at 1100 hours with all boats on the water, and the actual sailpast and flag salute starting shortly thereafter. The Fleet Captain will announce on Channel 69 when the actual sailpast starts. Each boat should be flying the national ensign and the club burgee (see page 71 of our yearbook). Flag Officers should fly their flags.

Here is what happens: Commodore April Steel will anchor *WIND WENCH* off the club breakwater. The club boats will form a line

Continued on page 5



**It's happening
May 20-21!**
Check out the details
on page 5

Commodore's remarks

Last week being National Volunteer Week, it is important to reflect on the amount of volunteerism that keeps our club running—from spontaneous acts of tying your neighbour's line, to participating in organised work parties, to fulfilling the commitment of a long term position. Each and everyone congratulate yourself!

Thank you to Larry Shetzer for assuming the position of Website Manager, and to Per and Lynetta Rasmussen for staying on as the yearbook editor/producer team.

The weekend of April 1st, Vice Commodore Nick Hodson, Immediate Past Commodore Russ Crouse and I attended the annual (Vancouver) Island Yacht Clubs meeting at Schooner Cove. Much of the discussion related to outstations, reciprocal

agreements, including joint ventures and how they do and may provide transient marina facilities.

Several clubs take advantage of 'buying' seasonal space at commercial marinas which effectively provide outstations to members. Others have investigated the cost of an outright purchase and deemed it too costly to go alone. However, the question was asked, would this be worthwhile in a joint venture format? An expression of interest and further research was deemed appropriate.

All the clubs enjoy the reciprocal arrangements and find for the most part the agreements are respected. Please be reminded that the club burgee **must** be displayed

Continued on page 3



**Deadline for the next
Tell Tales is 9 June**

On the docks

Work on the completion of our C-dock and breakwater project has carried on throughout March and April. A work party on March 29 to install water hose/tap boards was attended by Hugh Greenwood, Doc Paynter, Marc Lalonde, Gary Railer and Jon Healey, and all boards were installed in a morning's work. This allowed Rod Macdonald to proceed with the water lines in the new docks. At the break we enjoyed coffee and muffins as arranged by Sally Plunkett, and in the pleasant company of the *Crafty Cruisers*.

On March 31 the bridges on the breakwater corner were damaged once again and Rick Bisset, Bob Shaak and Hugh Preddy were pressed into service to remove them and load them onto Bob's truck for repair in his shop. They were returned to service, complete with restraining chains, by Bob, Hugh and Al Kirk on the morning of April 3rd.

On April 5 Rod completed work on the water lines and the water was turned on everywhere including, for the first time, on our new C-dock.

April 8 was spring Work Party which saw good weather and a good turnout and nearly all jobs finished in the early afternoon. The exception was finishing the installation of the breakwater finger which was cut from the old C-dock and which was replacing one which was not holding up well. The finger installation was completed on Sunday morning by dedicated members Hugh Greenwood, Derek Barrio and Gene Drzymala all of whom had been excused from church. Staff captain Jill Sydneysmith, along with Jenny Barrio, provided coffee and buns.

On April 15 the new aluminum checker plate bridge at the A-dock end of C-dock was installed by Bob Shaak, Hugh Preddy and Al Kirk. On April 21 they installed the twin bridge at the outer end of C-dock and for good measure installed our new SISC (private) breakwater sign which had just arrived.

A number of people have been busy at projects which they have carried out or are carrying out and which are contributing to the improvement of our docks. Thank you to the following:

- Rick Bisset has obtained more aluminum fire extinguisher boxes c/w decals for us, free of charge. DE-dock boxes were replaced on work day and we will replace A and B-dock boxes in the fall, while our newly installed and smartly painted C-dock wooden boxes will remain as they are.
- Colleen Shantz demolished the old sign—or part of a wall or whatever it was—which floated in and was fished out on A-dock. This allowed us to get rid of most of it with work day garbage while retaining the plywood for future use.
- Jim Spencer has completed a program he has worked on for many years, which is the installation of photo cells in all our

Summer junior registration schedule

It is now sign-up time for club members who want to register relatives for the Opti, Whitesail I, II or III, Bronze IV and V and Silver VI programs in July and August.

If you have a date preference, please give me a phone call at 537-4123 as members have first choice of dates. Opti courses will run weekly, Whitesail courses will run every two weeks while the Bronze and Silver will run for a specified two week time. Formal registration for the public at large will take place on Sunday, May 28, in clubhouse at 0900 hours.

—John Wellingham, *Fleet Captain Dinghy*

Insurance waiver for Laser sailing needed

Under Regulation 2.4, club members are allowed to use the Lasers. We have now been informed by our insurance broker that club members who wish to use the Lasers or club 420s, should sign a waiver to deflect away from the club and its membership the liability arising from any incident while using the Lasers or club 420s. Further, as some club members sail with relatives or friends who are not members, it will be now mandatory for any person who uses club watercraft, to also sign a waiver. The waivers are posted in the entrance to the clubhouse and outside the sail locker room. Please leave the signed waiver in my box.

Thanks,
—John Wellingham, *Fleet Captain Dinghy*

dock lights. We will no longer have lights burning 24 hours per day hence saving us money on electricity.

- Doc Paynter is working on improving safety ladder operation by reversing the bolt direction in the rungs allowing the ladder to drop more easily when wanted.

- Norm Elliot contributed his truck to clean-up after Work Party, and on April 11 Don came down with Norm's truck and removed all the garbage at the turn-around such that, with the removal of the excess unwanted floats, everything is tidied up quite nicely.

Our docks are now complete and presentable for Sailpast and the Round Saltspring Race and I hope to see you all there.

—Norm Dinsmore
Rear Commodore

House and grounds

The spring Clean-up was a great success. I am always amazed at how many members turn up for these events, and how much we get done.

Many thanks to all who took part. The basement was repainted, the windows cleaned, signs replaced, weeds removed, plants pruned and much, much more. The clubhouse and grounds now look considerably fresher.

In particular, I want to thank Phil Grange and Rick Laing for working up on the clubhouse roof, clearing moss. Also Norm Elliott who provided and spread the new layer of gravel in the lower car park, and Chris Schmah for his donation of a truck load of bark mulch.

Everyone enjoyed the delicious lunch provided by Jill and her team.

Rob Denny led a team to prepare for the finishing of the clubhouse floor, which I think by now all will agree looks greatly



improved. I would appeal to all members to try to keep the floor looking good, by lifting chairs and tables and not dragging them.

The final stage of our current clubhouse improvements will be vinyl flooring in the kitchen area. I hope this will be completed before Sailpast.

—Nick Hodson, *Vice Commodore*

CLUB CALENDAR

MAY			
7	Sun	1100	Opening Day and Sailpast
7	Sun	1330	No Flying Sails Race for racers and cruisers
20	Sat	1000	Round Saltspring Race
30	Tue	1930	General Meeting
JUNE			
4	Sun	1200	Channel Isles #2 Race
6	Tue	1900	Board Meeting
7	Wed	1700	Wednesday Evening Series

TellTales is published ten times a year by the Saltspring Island Sailing Club
152 Douglas Road, Salt Spring Island, B.C. V8K 2J2

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

The club has acquired real glass wine glasses! They're much nicer than the plastic ones, and they're sturdy, well balanced and should last a long time.



LINDA REYNOLDS PHOTO

The social scene

From all reports, I gather the St. Patrick's Day regatta and social was highly successful. I want to thank Linda Reynolds and her team for the great job they did in my absence. An ongoing problem through the years has been trying to estimate how many will attend an event. It is very difficult to cater for an unknown number of guests, and it would be a great help if we knew ahead of time how many to plan for. As April said, Linda did a mean 'fishes and loaves' routine for the St. Patrick's social, but the Staff Captain needs at least three days to order the food for a function. If you are not on the sign-up list, be prepared not to be served! Not all functions need a list, but when there is one, members must sign up by the deadline. It will be announced in TellTales if we intend to have such a list for an event.

We had a great turnout for the spring Clean-up. Colleen Shantz kept a tally and counted 82 volunteers. Thanks go to Colleen, Jenny Barrio, Sylvia Greenwood, Tannis Smyth and Arlene Dashwood for galley duties. A huge thank you to my daughter Kelly for preparing two excellent pastas; we were all inspired by her knowledge and speed with which she works!

It has been brought to my attention that eighteen of our pottery mugs have disappeared. Maybe by accident, it is very easy to walk down to one's boat with a coffee mug in hand! I don't think eighteen could have broken in less than a year, since the inventory was taken in 2005. So please, if anyone finds a SISC mug in his or her bilge, kindly return it—thanks.

Our next event is the Sailpast on May 7th. There will not be a sign-up sheet, as the numbers are roughly the same every year.

—Jill Sydneysmith, *Staff Captain*

Commodore, from page 1

when visiting participating clubs. Flying the national ensign is good form along with not placing unreasonable demands on other club's staff/volunteers.

Our club will have the privilege and pleasure of hosting the 2007 Annual Interclub meeting.

I look forward to seeing everyone Sunday for Sailpast and the inauguration of the newly installed C-dock—watch for details to be posted on the clubhouse door.

—April Steel
Commodore

Prop scraping and zinc replacement weekend

The prop scraping and zinc installation weekend was a huge success. The organisation worked out and most, if not all, were delighted with the deal, in spite of it being April Fools Day.

The duo team of Russ Murcheson, the diver, and myself, the organiser-cum-zinc-handler and money collector, worked well. Russ was able to add his expertise as the Highways maintenance depot mechanic to his diving skills which enabled a number of instant decisions and satisfactory corrections. When *FINAL DASH* completed the Sunday race and came limping back to the dock with a bad engine/prop problem, Russ was able to correct it on the spot. Other smaller problems were fixed, and all went well in spite of the rain and the cold.



JIM GANDERTON PHOTO

Diver Russ Murcheson preparing to give VECTIS a prop scraping

We had 31 boats to service in the two days, some for prop scraping only and some needing zinc replacement as well. My thanks to Russ—we'll do it again next year.

—Jim Ganderton, *VALKYRIE*

Wharfingering

As you may have seen, I have posted the sign-up calendar for the Summer Wharfingering Program in the clubhouse. Please fill in your name for any times you can act as Daily Wharfinger. If you have any questions as to what is involved, give me a call at 537-4021. As part of the program I would like to remind those members taking a boating holiday over the summer to sign out. It is very helpful for the Daily Wharfinger to know which slips are available for reciprocal guests. Thank you (in advance) for helping out and for the use of your slips.

I am still in need of a few bodies to help dock the racers on the Friday afternoon and evening before the Round Saltspring Race. If you can help for a few hours please call me at the above phone number. If anyone is planning on being out in their boat over the Race weekend or is willing to temporarily relocate their boat, give me a call also.

Now's the time to unplug your boat!

The winter electrical period has ended as of the end of April. It is time to disconnect your power cords and stow them away. If you have not arranged for summer electrical power, you will find your cord unplugged over the next few days.

The good weather has brought everyone out to make their vessels shipshape for the summer—*this* is what it's all about! Enjoy your cruising, racing, etc., and have safe passage wherever you venture this summer.

—Bob Scott, *Wharfinger*



New automatic marina gate device

The club has now installed an automatic gate control for security reasons. This device works with a timing relay which can be adjusted from six seconds to ten minutes. It is presently set for approximately one minute.

The relay timing cycle starts when a magnet, attached to the gate, comes in close proximity to a magnetic switch mounted in the control box. This only occurs when the gate is fully opened. The relay then energises a magnetic door-holding-device which is of the same type used in fire-door control applications.

When the gate is required to be opened for extended periods, there is a key switch which will hold it open permanently. The Executive are in possession of this key.

If you require more information, or are totally confused by the logistics of this, please give me a call.

—Bob Reynolds (537-1195)

RACING NEWS

Spring Regatta

18th March - We had 11 boats out for most of the races. It was a grand day with lots of sun and sufficient wind to keep us going for most of the day. The courses were short. We now have a marker laid close to Ganges Shoal; it is similar in construction and size to our starting line markers. A smaller but distinctive mark, the old Ganges Shoal mark with a new orange flag, is laid close by and to the south of the fisherman's dock entrance. We used these marks plus the speed buoy to obtain a good variety of courses.

There was close racing between boats of a wide handicap range, our overall winner being a member relatively new to racing. The short courses allowed the smaller boats to stay with the fleet and as an example to us all Dick Pattinson with John Healey competed in the two morning races. To cap it off we joined other club members for a very fine St. Patrick's Day dinner in the clubhouse. It was indeed a grand day of boating and, if I may say it again, this is what racing is all about.

Walker Rock Race

2nd April - It was a clear and sunny morning as nine boats crossed the start line at 1000. The wind was light but with much higher winds in the forecast we anticipated a great ride. By Second Sister most of the fleet were caught in a very flat parking lot around Ganges Shoal. *SOUL DANCER* and *ALACRITY*, who had not shown the best form on the way out, stayed close to First Sister and were rewarded with a northerly wind which abruptly and usefully veered about 100 degrees once past Second Sister. These two boats were rounding Welbury Spar as the fleet was rounding Second Sister. *FINAL DASH* was nursing a sick engine and returned to port with what little wind there was in the harbour.

ALACRITY stayed very close to the shore at Nose Point and beyond looking for a counter current. There was none but fortunately the wind strengthened and we were soon in the centre of Trincomali Channel and hoisting the spinnaker with *SOUL DANCER* not far away. *FANDANGO* and *ELECTRA* were next through. The remaining boats were *DERYN MÔR*, *PETRONELLA*, *SAORSA* and *STRAWBERRY EXPRESS*.

For the lead boats the run to Walker Rock was spectacular, very warm, steady wind and about 7 knots. The order did not change on the beat home but the wind was going lighter. Spinnakers were up again off Scott Point and all but two boats made it home.

Moresby/Portland Race

23 April - The forecast was for a moderate northwest wind as eight boats crossed the

Scoring is time on time.

Spring Regatta 2006

Boat	1st race	2nd race	3rd race	Total points
<i>STRAWBERRY EXPRESS</i>	91	91	100	282
<i>ALACRITY</i>	100	100	73	273
<i>WESTWIND</i>	82	82	67	231
<i>MINKE</i>	73	64	89	228
<i>SOUL DANCER</i>	45	73	44	192
<i>FINAL DASH</i>	64	36	33	133
<i>FANDANGO</i>	55	55	DNS	110
<i>ELECTRA</i>	9	9	78	96
<i>MADRIGAL</i>	36	27	22	85
<i>GWAIHIR</i>	18	45	DNS	63
<i>ORACLE</i>	27	19	11	56

Walker Rock Race 2006

Boat	Skipper	Rating	Elapsed	Corrected	Points
<i>ALACRITY</i>	Jones	139	4:11:27	4:08:01	100
<i>FANDANGO</i>	Grange	148	4:21:24	4:14:21	89
<i>SOUL DANCER</i>	Simpson	124	4:14:34	4:16:56	78
<i>ELECTRA</i>	Kibble	141	4:29:20	4:24:51	67
<i>PETRONELLA</i>	Bakker	151	5:05:01	4:55:28	56
<i>STRAWBERRY EXPRESS</i>	Simmons	143	5:35:05	5:28:31	44
<i>DERYN MÔR</i>	Vine	242	DNF		11
<i>SAORSA</i>	McEwen	181	DNF		11
<i>FINAL DASH</i>	Wood	110	DNF		11

Moresby/Portland Race 2006

Boat	Skipper	Rating	Elapsed	Corrected	Points
<i>FINAL DASH</i>	Wood	110	8:05:00	8:20:24	100
<i>FANDANGO</i>	Art/Phil	148	8:38:06	8:24:08	88
<i>ALACRITY</i>	Jones	139	9:01:00	8:53:37	75
<i>SOUL DANCER</i>	Simpson	124	DNF		13
<i>SAORSA</i>	McEwen	181	DNF		13
<i>STRAWBERRY EXPRESS</i>	Simmons	143	DNF		13
<i>ELECTRA</i>	Kibble	141	DNF		13
<i>AQUILA MIA</i>	Dashwood	193	DNF		13

line in light airs anywhere from northwest to northeast. The wind did settle down once clear of the Sisters and it was from the northwest. All boats elected to go clockwise round the course but original thinking in getting to the eastward point of Moresby was in evidence. Some went north of the Channel Islands, some went south, and *ALACRITY* passed between them.

At the turn, it was *ELECTRA*, *FINAL DASH*, *ALACRITY* and *SOUL DANCER* all within 100 yards. There was a fair gap before the rest of the fleet consisting of *STRAWBERRY EXPRESS*, *FANDANGO*, *AQUILA MIA* and *SAORSA*, rounded the point. Meanwhile, *ELECTRA* found the wind and charged ahead for Celia Reef buoy. *SOUL DANCER* and *ALACRITY* were having so much fun luffing each other they were not looking where they were going and *FINAL DASH* followed, on having found a hole in the lee of Moresby.

Prospects did not look good between Portland and the Salt Spring shore. *ALACRITY* and *SOUL DANCER* elected to keep to the Portland Shore and were rewarded with a fine beat to windward. *ELECTRA* and *FINAL DASH* stayed in the middle with *FINAL DASH* breaking free of the quiet airs first. We did not see any of the other boats round Celia Reef and learned later that a very large and long lasting hole had developed in that area.

As we approached the Deep Ridge buoy, the tide was ebbing and a very large mass of flat water stretched from the Salt Spring shore into Captain Passage. A daunting prospect. At this point the order was *FINAL DASH*, *ALACRITY*, *ELECTRA* and *SOUL DANCER*. *FINAL DASH* broke free of the Prevost shore and headed to a point above Batt Rock while the remaining three hung to the Prevost shore as far as Annette Inlet. It was all to no avail. *FINAL DASH* found light airs off the Salt Spring shore and kept moving while three of us sat in a hole for over an hour and watched *FANDANGO*, at first a spec on the horizon, find the wind—which had eluded us—in Captain Passage, and power through.

—Bob Jones, *Fleet Captain Racing*

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

Enter the 32nd edition of this classic 42-mile Victoria Day weekend race, which takes place in some of the most spectacular scenery on the west coast, including:

- Captain Passage
- Beaver Point
- Satellite Channel
- Sansum Narrows
- Houston Passage
- Trincomali Channel
- Ganges Harbour

Course:

Around Saltspring Island... which way? Strong currents in Sansum Narrows will impact the fleet. Wind will be the deciding factor. The race committee will decide on race day.

Please read the race instructions included with your registration package.



Start:

At least 3 divisional starts, beginning at 10 a.m. on Saturday, May 20 in Ganges Harbour in the vicinity of the SISC docks.

Finish:

Same place!

Calendar

Friday, May 19

Registration

- 5:00 pm Come and pick up your package!
- Chili Dinner \$5 (GST incl.)
- Local Band
- 8:00 pm Registration closes

Saturday, May 20

- Round Saltspring 2006 10:00 am First Start

Sunday, May 21

- Famous Saltspring Lamb BBQ 11:30 am BBQ tickets \$15 (GST incl.) Limited quantity; Don't be disappointed —Order now! Vegetarian options also available.
- 12:30 pm Awards & Prizes

Features

Round Saltspring Hat and Canvas Bag for every skipper

No host bar featuring local award-winning beers and local bands

Registration form on page 6

Sailpast, from page 1

astern of the Fleet Captain Racing in *ALACRITY*, followed immediately by Past Commodore Russ Crouse, followed by other Past Commodores, then by Rear Commodore Norm Dinsmore in *ZORRO DE PLATA*, followed by other Flag Officers, followed by all other members in their boats. Power boats and sailboats should intermingle (like a cocktail party). Once organised into a line or circle, we will run past the stern of *WIND WENCH* with the wind astern or on the beam. The actual direction in which we will pass the Commodore will depend on the wind that day. It is a good idea for sailboats to keep their motors running on standby, and to keep the VHF tuned to Channel 69.

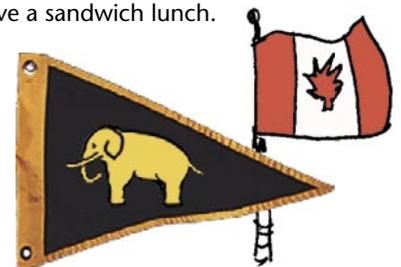
As each boat passes astern of the Commodore's boat, the national ensign should be lowered to the 1/3 hoist position, but not so low that it ceases to fly. Keep it in

the lowered position until the Commodore responds by lowering her ensign. When the Commodore raises her ensign again, that is the time to raise yours and sail away to a safe area, out of the way of the other vessels waiting to sail past.

If your ensign is not on a halyard which allows it to be lowered, you may either remove the entire flag staff with the flag, and keep it removed until the Commodore has raised hers; or you may simply hold the flag against the staff so that it ceases to fly.

When you have completed your sailpast, you can return to the docks. However, if you are a sailor, do not put your boat away, as there will be a No Flying Sails race in the afternoon. Crews should repair to the clubhouse fairly quickly, and be ready to welcome the Commodore (liquid refreshments will be available during the waiting period). When the Commodore returns to the dock, she will be piped ashore by a Scottish piper and escorted up to the clubhouse, to be welcomed by all the members.

The Staff Captain and her crew will then serve a sandwich lunch.



This is what you need to know:

Sunday, May 7 at 1100; bring your boat, a flag and a burgee. Monitor channel 69. Lunch provided; no host bar. Dress optional (but strongly recommended). No Flying Sails race after lunch.

[Writeup courtesy of Past Fleet Captain Racing David Wood.]

—Bob Jones
Fleet Captain, Racing

www.saltspringsailing.ca/rs2006

REGISTRATION FORM



SKIPPER		CLUB		Round Saltspring Contact Wendy Vine 250.537.9265 wvine@telus.net
ADDRESS		CITY	PHONE	
PROVINCE	POSTAL CODE	E-MAIL		

Boat Information

BOAT NAME		FLYING SAILS? <input type="checkbox"/> yes <input type="checkbox"/> no	SAIL NUMBER
BOAT TYPE/LOA (e.g. SAN JUAN 28)		HULL COLOUR	SPINNAKER COLOURS
RATING	<input type="checkbox"/> current PHRF-NW certificate	<input type="checkbox"/> non PHRF-NW	<i>Non PHRF-NW boats are encouraged to join PHRF-NW. They will be charged a handicapping fee of \$10.</i>

Notes

Early Registration ends May 1. BBQ tickets are available on a first come, first served basis. Sorry, no refunds after May 1. Boats without a valid PHRF-NW certificate are encouraged to get one, but without it, will be charged \$10 for handicapping services.

Crew Names

CREW 1	CREW 4
CREW 2	CREW 5
CREW 3	CREW 6

Please make cheques payable to Saltspring Island Sailing Club. Mail to SALTSPRING ISLAND SAILING CLUB and mark envelope ROUND SALTSPRING 2006.

Please enclose photocopies of:
• liability insurance
• PHRF-NW certificate

The Fine Print...

SAFETY REQUIREMENTS: P.I.Y.A. Category III; running lights must be in working order and must be used from dusk to dawn.
RULES: The race will be run under the CYA Racing Rules of Sailing.

RELEASE: I understand that the ultimate responsibility for the safety of a vessel and her crew lies with the captain of that vessel. I have read the rules and regulations issued for this event and agree to be bound by them. In consideration of acceptance of this entry or my being permitted to take part in this event, I agree to save harmless and keep indemnified Saltspring Island Sailing Club, its organizers and their respective agents, officials, servants with respect to death, injury, loss or damage to myself, my yacht or any member of my crew, and representatives from and against all claims, actions, cost, expenses and demands in however caused, arising out of or in connection with my taking part in this event notwithstanding that the same may have been contributed to or caused or occasioned by the negligence of the same bodies, or any of them, or their agents, officials, servants or representatives. I further understand and agree that this Release is binding upon myself, my heirs, executors and assigns.

SKIPPER _____ DATE _____



Saltspring Island
Sailing Club
152 Douglas Road
Saltspring Island
British Columbia
V8K 2J2

BALANCE SHEET		GST included	
Registration Non-SISC Members			
before May 1	.....	\$53.50	_____
after May 1	.....	\$64.20	_____
Registration SISC Members			
before May 1	.....	\$42.80	_____
after May 1	.....	\$53.50	_____
No PHRF-NW certificate	.....	\$10.00	_____
Lamb BBQ tickets		@ \$15.00 ea	_____
Clothing	M L XL		
Men's T-shirt	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	@ \$21.00 ea	_____
Men's T-shirt monogram	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	@ \$27.00 ea	_____
Lady's T-shirt	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	@ \$24.00 ea	_____
Lady's T-shirt monogram	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	@ \$30.00 ea	_____
Golf-shirt	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	@ \$32.00 ea	_____
Golf-shirt monogram	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	@ \$38.00 ea	_____
Men's Denim shirt	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	@ \$55.00 ea	_____
Men's Denim shirt monogram	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	@ \$61.00 ea	_____
Lady's Denim shirt	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	@ \$55.00 ea	_____
Lady's Denim shirt monogram	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	@ \$61.00 ea	_____
Total enclosed			_____

Deadline for pre-ordered shirts is May 1, 2006