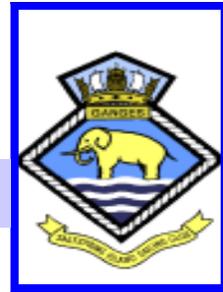




SALTSPRING ISLAND SAILING CLUB

Tell Tales

VOLUME 26: NUMBER 10: December 2007



COMMODORE'S REPORT by Nick Hodson

I hope everyone who came to the Commodore's Banquet enjoyed themselves. The evening certainly seemed to go well. Many thanks to Jill and her helpers for organizing such a great event. Congratulations to Linda Reynolds for receiving the Commodore's Award. As I said in my remarks at the Banquet, in the relatively short time she has been a member she has repeatedly gone the extra mile in her volunteering for the club.

We had a good turnout to the AGM where Colleen and Lorne Shantz were awarded the Past Commodores' Award. They also have shown time and again their commitment to volunteering their time and energy for the club. Congratulations to them both.

At the AGM, the membership decided to renew the rental of our outstation at Shawl Bay for another year. However during the discussion it was pointed out that the wording of the club constitution largely limits our activities to the Gulf Islands. The Board had taken legal advice on this matter which concluded that as long as the membership was fully aware of what it was doing then we could go outside our geographical area, but it would be preferable to amend the constitution.

The Board has discussed the matter and has come up with 3 alternative modifications. We plan to bring this issue to the February General Meeting but I will list our alternatives below and would welcome input from members. The proposals refer to 2,(a) of our constitution which is printed on page 77 of the 2007 Yearbook.

1. To foster and promote interest in cruising & sailing in waters of the Pacific Northwest.
2. To foster and promote interest in cruising & sailing in local waters.
3. To foster and promote interest in cruising & sailing.

Please let me know your opinions.

Lastly, Vicky and I would like to wish you all a Merry Christmas and safe boating in the New Year.

Nick Hodson
nickhodson@saltspring.com



December 2007

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

- 4th 1900 Board Meeting
 7th 1700 PUB NIGHT—Pot-Luck Appy's (rescheduled) Light-up boats
 11th 1900 Christmas Party-Santa Phyllis



January 2008

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

- 1st 1030 Hot Rum Race Start
 1230 Lunch will be served
 8th 1900 Board Meeting
 20th 1030 Ben Mohr Rock Race
 25th 1900 Meet & Greet Pub Night
 27th 1030 Racing: Ground-Hog Day Brunch
 1200 Reverse Handicap Race



WELCOME TO OUR “NEWEST” BOARD MEMBERS



Pete McGovern—Fleet Captain, Racing

Pete and his wife Deb moved to Saltspring from Deep Cove, North Vancouver in June 2003 having taken very early retirement from the corporate world in exchange for a quieter rural lifestyle. Having emigrated from England in 1977 directly after obtaining their degrees they spent 11 years working in Toronto before moving to Vancouver in 1988. In 2003 Deb left her position as Director of HR at UBC and Pete as VP of an industrial equipment manufacturing company, for whom he still does some consulting work.

After joining the sailing club in 2005 the urge to buy a boat became too strong and in 2006 a 30ft Hunter called DREKI was purchased. While she has been raced a few times, DREKI has primarily been used as a cruising boat for local overnights and a month long trip to the Broughtons this year. Pete has been actively racing since joining the club, more recently crewing on Ole Anderson's boat CALIENTE, on which he completed the Round Saltspring and Swiftsure races this year.

Pete and Deb have traveled extensively and enjoy music and socializing. Pete also enjoys (sometimes) the typical Saltspring pastime of the “never ending house renovation” and Deb is a keen gardener, beekeeper, occasional kayaker and equestrian.

Pete looks forward to representing the Racing Fleet on the Board for 2008

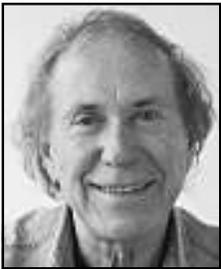


Jackie Melzer—Staff Captain

Salt Spring Island became our home in 1998 after our working life in Vancouver. MANDOLYN II is a 38 ft. double ender which we had planned to take off-shore. Our plans changed but through our friends, we managed to go. Most noteworthy was a 22-day crossing one December from San Diego to Hilo, Hawaii. Some of our off-shore and cruising trips would not have happened if we had not met fellow boaters through volunteering.

My hobbies include needlepoint and recently I am trying rug hooking. I also have joined a book-club with members of the Craft Group that meets every Wednesday at the Sailing Club.

Volunteering is the only way to go!



Chris Gadsby—Vice Commodore

Chris has resided on Salt Spring Island for the past 3 years.

Following a 21 year career in banking and corporate finance in Canada and the United States, Chris returned to Vancouver in 1989 and has spent the past 17 years as an academic teaching Strategy and Management courses at B.C.I.T and U.B.C.

On-line teaching and music are now Chris's two major activities other than sailing in which he has participated since childhood.

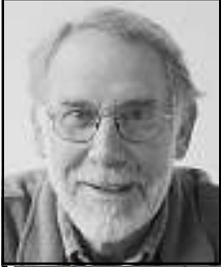
Chris and his wife Cheryl have owned and sailed their Morgan-38 BREAKAWAY for over 25 years and look forward to playing an active role in our club.

Prior club memberships are the California Yacht Club and the Vancouver Rowing Club.



Karl Mech—Treasurer

Karl and his family - wife, Michelle, and daughter, Kelsey - have been members of the Sailing Club since 1995. They have cruised on their Fraser-41 sailing vessel ARCLYD to Alaska, Mexico, Central America, Ecuador, including the Galapagos, Colombia, the Western Caribbean, Cuba, and the east and west coasts of the U.S.



Jon Healey—Fleet Captain, Cruising

Jon and Jennifer were born and raised on the coast but spent many years in the interior of the Province. They moved to Salt Spring Island and joined the club five years ago. Jon has been involved with the water and boats from an early age. His family was living on Digby Island off Prince Rupert when Jon was born. For most of his childhood and teen years they lived in isolated places including west-coast light stations and small islands off Vancouver Island. Jon has always been fascinated with boats. His mother claims his first word was 'boat'. He has owned and used a variety of boats ranging from a ten foot dugout canoe when a youngster to the current boat, an older 30 foot sailboat. Jon and Jennifer spend considerable time each year cruising local waters and venturing around Vancouver Island or up to the Broughtons and the mid coast.

Jon has previously held the position of Wharfinger on the Board and is looking forward to his term as Fleet Captain, Cruising.

STANDING BOARD OF DIRECTORS



Commodore—Nick Hodson



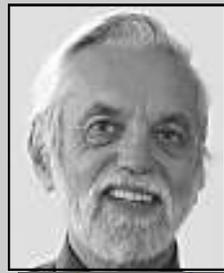
Past-Commodore—April Steel



**Rear Commodore
Gene Drzymala**



**Secretary
Vicki Morrison**



**Wharfinger
Hugh Preddy**



**Fleet Captain, Dinghy
Rob Irving**



Last chance to advertise in the 2008 yearbook!

Several members have over the years advertised their business in the yearbook, thereby supporting the club and also benefiting from making club members and visitors aware of their services. If you're interested in having your ad in the 2008 yearbook and getting listed in the business directory on the pier and the breakwater, please contact Bruce Coney at 538-1951

AGM—the news and the views.....

SISC's 30th AGM since it's incorporation, was held on Thursday, December 29th. Delayed by inclement weather from the scheduled Tuesday, the numbers in attendance were excellent. Call-to-order was at 1900 hours and Commodore, Nick Hodson made his remarks on achievements over the past year. Ongoing activities for the coming year will be the Administrative Review by John Pankhurst, the Web-Site Data-Base by Norbert Schlenker, an in-depth look and review of Club security and, a sub-committee's report on "Volunteerism". Out-going Board members gave their reports to the group and the new Board were voted in by acclamation.

(pages 2-3 of this issue)



(Above) Recipients of the Past-Commodores' Award, Lorne and Colleen Shantz receive their trophy from April Steel.
 (Left) April Steel unveils the names of the 2008 Board.
 (Below) Standing room only for the AGM at SISC.



WHARFINGER'S REPORT

by Hugh Preddy

Moorage:

Present status is five members waiting for slips and six members requesting relocations.

Duty Wharfinger Coverage over the summer:

Forty-eight members covered 117 days in total from May through to September. Several members volunteered a number of days:

George Manners covered six days.

John Andrews, Lois Sprague each covered five days.

Jim Ballantyne, Derek Barrio, John Healey, Kathleen McCurdy and Rob Roodenburg covered four days each.

Marrienne Banman, Anthony Booker, Rick Gilleland, Karl Mech, Gary & Vicki Morison, Peter Nuc and Doc Paynter each covered three days.

Reciprocal Visits:

The club received 358 visits staying a total of 504 days. The reciprocal clubs that enjoyed our hospitality in order of usage were as follows:

Sidney North Saanich Yacht Club 48
Royal Victoria Yacht Club 39
West Vancouver Yacht Club 29
Canadian Forces Sailing Association 25
Vancouver Rowing Club 23
Ladysmith Yacht Club 20
Deep Cove Yacht Club 6
Comox Valley Yacht Club 2
Deep Bay Yacht Club 1

Nanaimo Yacht Club 41
Maple Bay Yacht Club 31
Capital City Yacht Club 26
Member Guest boats 25
Schooner Cove Yacht Club 22
Not Identified Guests 10
Orcas Island Yacht Club 6
Round Saltspring Island Race 2
Semiahmoo Yacht Club 1

It would be interesting to know the number of visits our own members enjoyed at the above clubs but we do not have those numbers. I would appreciate those of you who visited any of these clubs to convey the number of days and clubs they visited and any relevant comments, good or bad. Reply to hugh@sfu.ca or drop a note in the Wharfinger box in the club-house.

Electrical usage and electrical cords have been checked and members notified of an usage discrepancy or damaged cords. The policy is to perform these checks several times over the winter.

Gene Drzymala plans to use the dinghy docks as part of the temporary walkway to the marina while the main pier leading to the marina is being removed and rebuilt. Placement of this temporary walkway will commence in two weeks. In preparation for this all dinghies, both upright as well as those on the flat, must be removed. Members have the option of relocating their dinghy to their boat, either on it or in the water beside it. I ask that you remove all loose items such as oars, bailers etc., as these items could be misplaced or lost. Any dinghies not removed by their owners as of December 14th will be moved to the breakwater. Some dinghies have outboards and I strongly urge members to remove these as theft is a concern.

.....the Racing Forum



by Pete McGovern—Fleet Captain, Racing

Having been unanimously anointed as the Fleet Captain Racing for 2008 at the recent AGM (it helps to have no competition), it is now incumbent upon me to actually do something which is very much against my Saltspring laidback nature.

First I would like to thank Greg Slakov for the enthusiastic way that he led the group last year. We had a great year's racing and his introduction of the dinghy racing into the racing schedule proved very popular, although somewhat humbling to the big-boat sailors. Greg will continue to spearhead the dinghy racing in 2008.

Our season's end race and awards night took place on November 18th, with six boats completing a shortened course around the buoys in light winds. The race was secondary to the main event which was the presentation of awards, with vigorous debate (fuelled by pizza and refreshments) over the most improved racer and Broken Tiller awards. Patrice Pothier and his boat KLAATHEM ran away with the former while Ole Anderson and CALIENTE narrowly took the latter. Ole redeemed his reputation by winning the best placed Saltspring boat in the Round Saltspring Race (1st overall in the single hulls) and Greg Slakov took the overall points trophy.

These awards were presented at the recent, most enjoyable, Commodores Banquet.

The new race committee is currently finalizing the 2008 race schedule; I will say more about this in the January TellTales. Our next function is the HOT RUM RACE on January 1st. Personally, I would rather see the rum served before the race as a "hair of the dog" remedy to the previous night excesses, but this is not to be. We hope to see as many boats out as possible for the race and to a good turnout afterwards for Hot Rum and vittles (which is being organized by my wife Deb) for those non-racers who are just desperate for a drink!

I look forward to working with the new race committee and Board in 2008 and wish you all a great holiday season.



Scott Simmons presenting awards to Keith Simpson (above) and "Most Improved Sailor", Patrice Pothier (right).



Photos by Greg Slakov



(Above) Scott Simmons presenting racing awards to new Fleet Captain Peter McGovern on behalf of Ole Anderson, owner of CALIENTE.

VICE-COMMODORE'S REPORT

by Chris Gadsby

This will be a memorable "Year of the Pier" for our club and the main focus of our activities will be the integration of the pier with the grounds and the painting/upgrading of the clubhouse in preparation for a busy racing and cruising season.

The facilities survived the storm last weekend with the exception of minor water problems in the storage locker downstairs. A supply of salt/sand was placed in a large garbage can near the ramp on the pier for all members to use and a small blue salt bucket remains near the club entrance for use by all if needed. A snow shovel will be left behind the door in the vestibule.

We have a new cleaning person who started November 28th. Her name is Shea Bornn. She does excellent, thorough work and uses only non-chemical cleaners. I'm looking forward to involving the Vice Commodore's Committee in planning this year's activities and collaborating in the completion of needed tasks. A meeting will be called soon for all existing and any other interested members.

It is a privilege to serve on the Board of such a fine club with a great history.



Ole Anderson's TOP 10 LIST

Top ten reasons why I should not receive the Broken Tiller award:

10. Hitting a rock is not really that spectacular (anybody can, will, or has done it).
9. It was only a small rock.
8. Nobody saw it (it could very well be one of those totally unfounded, malicious Saltspring rumors).
7. We didn't hit it very hard (it is still there).
6. I was drunk and didn't know where we were.
5. Bob Jones hit a much bigger rock than me.
4. "Gosh, it is hot here, Suzanne, I think I need another of those drinks with the little umbrella."
3. It is not fair since I am unable to defend myself.
2. "Art, is that girl wearing a bikini or is it a piece of dental floss?"
1. CALIENTE is not really damaged but just in storage, because I received threats from the Fleet Captain for winning too many of "his" trophies and wisely decided not to compete in the fall series.

This list was sent from the Caribbean via email to Pete McGovern as Ole launched a spirited defense that almost saved him the ignominy of this most-coveted award.

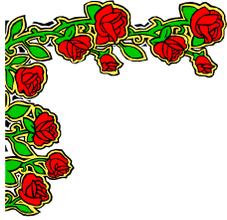
WHAT A GREAT IDEA.....

Derek Barrio suggests that during the construction phase of our new pier how about wearing your PFD's when accessing the dock and your boat. Frost and wet boards make for slippery footings.

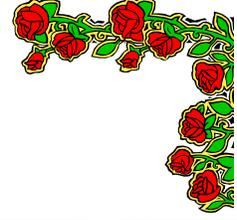


Lost and at last Found by April Steel

Wharfinger's demands do pay off! Frustrated after several attempts to identify our dinghy on the storage dock with indelible but quickly fading ink, I tried again with bright green paint. "STEEL" on the dinghy cover was then visible even from the pier. After one of November's big winds our dinghy cover was long gone. Several weeks later, due to the good eye of Derek Sowden, "STEEL" was seen off Grace Point and our cover retrieved. Thanks Derek.

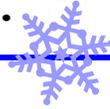


**The Commodore's Banquet
Harbour House Hotel—Saturday, November 24th.**



Photos by Linda Matteson-Reynolds

CLUB FUNCTIONS AT SISC.....



STAFF CAPTAIN'S REPORT

by Jackie Melzer

I am pleased to be the new Staff Captain for the Year 2008. I hope I can live up to the standards set by my predecessors. It has been a little daunting, after checking what a Staff Captain's responsibilities are, but surprisingly after plugging along, it now looks like it is all coming together.

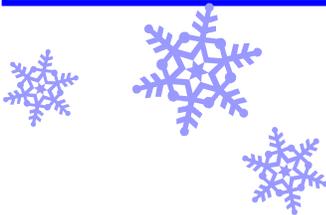
Jill Sydneysmith has done an exceptional job, what with her broken arm, her knee replacement and most exciting, a rat biting her toe in downtown Ganges. And I have to follow this! Seriously, she has been wonderful in filling me in on how to take over the reins of Staff Captain.

If for any reason you cannot reach me, please ask the Directors, also the Crafters, they know where I am at all times. The crafters meet Wednesday mornings at the Club House.

A few events have been covered with hosts and helpers, but we can always use more help. Please do not hesitate to get in touch with me (again see above) for all the exciting details.

REMINDERS: Our Christmas Party is Tuesday, December 11. Please bring a gift for under \$10.00, for the gift exchange. The bar will be open and light refreshments will be served. Phyllis Waltho will be playing Santa. Don't forget a donation to the Food Bank.

Thank you Jill, and a very Happy New Year to all.



Jill Sydneysmith and Jean Howell serving up a hot cup of coffee to the volunteers at the Club's Fall clean-up day in November.



HOT RUM RACE—

mark your calendars for Tuesday January 1st

Celebrate 2008 with your fellow club members at the traditional New Year's Day Hot Rum Race Event!

Come race if you wish or just enjoy the view, cozy club house, congenial company and delicious food!

Race Starts at 10:30. Skippers Meeting at 1000. (See Fleet-Captain's column for details.)

Lunch - hot pies, quiches, salads and Hot Rum drinks of course! at 1230.

To ensure food for all please RSVP by Friday, December 21 to Deb or Pete McGovern at 537-4007 or email mcgovern@telus.net

REPORT ON THE COMMODORE'S BANQUET

by Jill Sydneysmith

After a very slow start of ticket sales for the Commodore's Banquet, the final tally was 70. Judging by the feedback I think everyone enjoyed themselves and I was very pleased surpassing last years numbers of 57.

I would like to wish Jackie Melzer our new Staff Captain a great year and I would like to thank all those members who have helped me the last two years. I shall miss those monthly board meetings, at times challenging! I have made many new friends and will continue to help when I can.

I would also like to thank Linda Reynolds and Harold Brochmann for designing the event posters for the last two years.

See you at the Christmas Party..... Merry Christmas to all and a happy and healthy 2008.

REAR COMMODORE'S REPORT

by Gene Drzymala

Thank you to Lawrie Neish for repairing the piling encasing on E-dock.

Again this month, we had some power plug-in problems. Our thanks to Bob Reynolds for the prompt repairs.

The temporary access construction is underway, with Rick Laing and Trevor Haddow (pictures at right), completing the cement anchor pad to which our 40ft. gangway will be attached leading, to the floating access docks.

We will begin assembling the access docks once all the dinghies are removed.

I wish everyone a Happy Holiday
Season.



Photos by Gene Drzymala



FLEET CAPTAIN, CRUISING REPORT

by Jon Healey

This is my first report as Cruise Captain. I am looking forward to an active year. As reported in last month's TellTales there was a very good response to the cruising survey and many excellent suggestions. The full survey results are posted on the web site.

I scheduled a meeting of those who indicated an interest in leading a cruise to discuss the survey results and come up with a draft plan for next year. Unfortunately last week's snow made it necessary to reschedule the meeting for later in the month. I had hoped to have some information for this issue of Tell Tales but it will have to wait until January.

I expect the program will at least include a couple of evening sessions on topics of interest in late winter and two or three fixed-date club cruises (spring, summer and fall). Beyond that there have been many suggestions and quite a bit of enthusiasm so it will be interesting to see what the group comes up with.

Suggestions are always welcome; e-mail ssicruise@yahoo.com or drop them in the Cruise Captain's mail box in the club house.

In the meantime those of you with heaters aboard your boat could consider a short winter cruise. Prepare your boat, dress warmly and head out to beautiful, un-crowded anchorages or docks in our cruising playground. Have fun!

ASK THE EXPERT tips from Club Members on WINTERIZING YOUR BOAT



TIRED OF MOPPING UP CONDENSATION IN YOUR BOAT? by Hugh Greenwood

In Almucantar we used to find that whatever we tried, there was always a damp ring of 'dew' on the metal frames of our port-lights, and the insides of lockers never seemed to stay dry, even though there are no leaks and we were not on the boat breathing or making tea. The dampness always seemed to encourage the growth of mould, requiring a spring wash-down with detergent and then vinegar. I like salad, but I don't really like to live inside a vinegar bottle.

About three years ago we changed the set-up in the boat for the winter, and since then the boat has stayed absolutely dry and free of condensation. I think we finally have it right. Here's what we do now.

First of all, no big heater is used. They draw a lot of power and do nothing to keep the boat dry. In fact, a heater will drive the air toward any cool surface such as the hull, where the moisture in the air will condense. Forget big heaters.

First, get a safe setup for a 100 watt light . We use a commercial metal housing with a ceramic light-bulb socket, but anything similar would be fine.

Then we place two calcium chloride baskets, one in the head and one on the floor next to the 100-watt light. Again, we use the commercial 'dry-Z-air' plastic baskets with their containers to catch the drips of water that will accumulate.

The point of having the absorbent material near the light bulb is because the warmth from the light causes convective air-flow to constantly pass over the calcium chloride making it more efficient at trapping moisture from the air.

Finally, a small 'muffin-fan' similar to those that cool computers is mounted in one of the dorade vents, arranged so that it exhausts air from the boat on a continuing basis. The 12-volt fan we use is powered from shore power through a small transformer. The replacement air enters the boat via the other dorade vents near the other end of the boat.

Fresh air is constantly entering the boat, getting scrubbed dry by the calcium chloride, and being expelled by the fan. The whole rig draws about 130 watts of power, which puts us well inside the limits of the 150-watt range of our paid-for power consumption.

It is necessary to empty the drip-catchers of the calcium chloride traps about once every 2 weeks, and replace the dissolved desiccant. The water amounts to approximately 500 milliliters every two weeks, depending a bit on the ambient humidity and temperature. Even if you miss the 2-week change the drip catchers are big enough to hold all the water that can be trapped by the calcium chloride. A word of caution:- don't spill the calcium chlorite around in the boat or it will continue to attract water and make a messy puddle wherever a granule of the white stuff lands.

TRY IT. IT WORKS !!

cont'd—ASK THE EXPERT

OTTERS MAKING YOU POOPED OUT? by Hugh Greenwood



After trying a variety of things to keep the dirty visitors off Almucantar we now finally have a deterrent that works. Moth balls, urinating on the dock, and flapping bits of flagging tape all failed miserably. The dear little creatures were fond of climbing onto the boat from the dock and looking around for good places to leave their mark. Favourite spots seemed to show that they really like people. They would back up to a winch cover, a coil of rope, or the transparent hatch on top of the cabin, and leave a pile to show their appreciation of our vessel. But they don't do it now.

I bought from Mouat's a portable deer fence system that uses four D-cells. Next I stapled to the top of the 4X4 tie-rail a strip of expanded metal mesh. The next step was to rig some simple insulators on the stanchions at spacings of about 3 inches from the metal toe-rail on the boat, and bare copper wires through the insulators and parallel to the toe-rail. We now have 4 conductors; the mesh on the tie-rail, the aluminum toe-rail, and the two copper wires in the insulators. Now we hook up the deer-fence system so that adjacent wires have opposite polarities, and turn on the juice. The spacing is chosen so that the conductors are about 3 inches apart so that they are hard to avoid. Any animal, or person, that happens to touch any two adjacent conductors now gets a 3-kilovolt shock every second, which is enough to discourage going any farther.

The setup is compact enough that the boat can still be sailed with all the wires in place, although you have to remember to disconnect the wire that leads to the mesh on the tie-rail.

Sure beats moth balls !!



Many thanks to Colleen Shantz for submitting these "winter wonderland" photos of SISC taken after the storm last week.

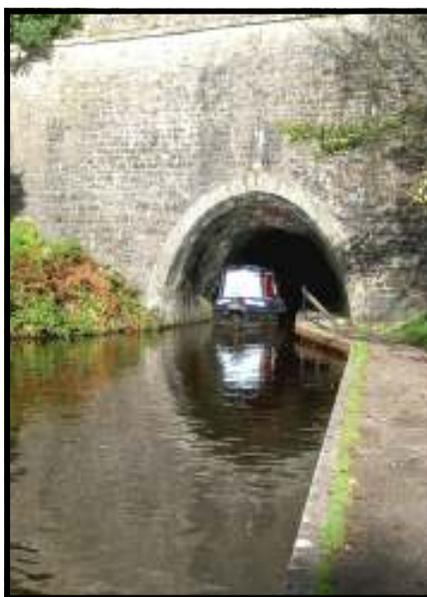
BOAT TEST - ON A BRITISH CANAL

Imagine a steel tank 58 feet long, 6 foot 10 inches in beam, drawing 2 feet, and weighing 19 tons. At one end there is a small deck with a large steel plate as a rudder controlled by an s-curved tiller. From this deck a few steps lead below to a corridor running the full length of the vessel with 2 sleeping areas, 2 heads, a fully equipped galley with a 4 burner stove and refrigerator, and up forward a dining/lounge area. There is full headroom throughout and excellent hot water heating radiators fuelled by diesel oil. Right in the bow is another small deck with a filler for the fresh water tank.

Power comes from a small diesel engine. All this is an English narrow boat (never call it a barge!), but other descriptions are valid as you will see.

We picked up the boat from Chirk in Cheshire and after a very short lesson from the marina my brother (ex-PO Line officer), my wife Joan, and I took over. We asked about life preservers and were told that the canal was only about 4 feet deep so just stand up if we fell overboard. All seemed straightforward as we slide

slowly along being passed by elderly walkers on the towpath, although the steering did seem less than precise. We were surprised to discover that the canal was not straight but meandered along like a drunken sailor with live-aboard boats often lining the bank with signs ordering us "slow down". And then up ahead loomed a bridge with an entrance surely far too narrow to fit us. So, slam into neutral and edge forward with only a few inches on each side. Piece of cake. Until the next bridge. This one was followed by a right angle turn which meant either hitting the wooden side of the canal with the bow or clipping the stone bridge abutment with our stern (or frequently both).



Eventually we did get the hang of it.

The Chirk tunnel is 459 yards long and one leaves bright sunshine and is plunged into Stygian blackness with only a small headlight to help keep centred in the less than 10 foot channel. By the marks on the stone sides it seems that others just bounced from side to side to get through. Who are we to do it any other way!

Luckily there were only 2 small locks on our route and they were easy to use although very narrow. We were spared the staircase system where there is 10 or more in a row that would take an hour or more to get through. However the lift bridges were interesting. One slows the

boat down to allow a crew member to jump off and run ahead to wind up the bridge with a large metal handle (called a key). After the boat goes through the bridge has to be wound down and the crew runs and jumps on the boat. In theory and done properly there is no delay at all.

Several times the boat had to be turned around. The canal is only about 20 foot wide so 70 foot turning points are provided. Remember the boat is 58 foot long. At one point

there were 2 elderly gentleman sitting on a bench whose daily excitement was watching amateur bargees make fools of themselves. We were no exception. One remarked as we tried to go backwards that "she steers like a bloody cow, don't she". We agreed.

The biggest challenges occurred towards the end of the week. The first involved that Chirk tunnel. As we returned against the current we seemed to slower and slower until we began to go backwards despite full throttle. A friendly couple grabbed our bow line, pulled us through, and advised us to check our propeller. In the stern was a large steel plate.



cont'd...Boat Test-On British Canal

Undoing a clamp and wrestling the heavy plate to one side revealed a large hole filled with dirty cold water. By rolling up sleeves and groping in the murk one discovered a shredded plastic bag wrapped around the shaft. Once removed full power was restored. Hate to work out our power-to weight ratio.

The second challenge was the famous Pontcysyllte (pronounced pont-ker-sulth-tee) Aqueduct one of the most astonishing feats of canal engineering ever. It is over 1000 feet long and constructed of cast iron sections bolted together to form a trough and supported by 18 stone piers. At its deepest point it is 127 feet above the valley floor. On one side there is only an inch or so of metal holding back the water and 19 ton of boat. The thought flashes through ones head that it was built in 1805 (the year of the battle of Trafalgar) by Thomas Telford, and does cast iron corrode or is it prone to metal fatigue? And what would happen if our boat hit that side?

The final challenge was the Llangollen Canal (yes, we were now in Wales). We thought that the canals had been narrow before but now we faced sections only one boat wide with no passing. The idea of reversing the boat several hundred yards if we met another traveller was enough to scare the most experienced. We had trouble reversing 70 feet! The answer was to send a crew member ahead to stop anyone coming from the opposite direction. The trouble was that this put the boat out of sight around several bends and one hoped that the crew had been successful. The next morning we did it all again to get back to the main canal.

A most interesting experience. The Fall weather and the Welsh hills made for the most beautiful scenery. The canal banks were never without birds including hundreds of Mallard ducks, swans, and heron. And best of all, every few miles good English (and Irish) beer and pub food.



Photos and Text by John Myers



PHOTO CONTEST

Last month's winner: Kevin Vine
will be entered as a finalist with the grand prizes to be
awarded in June 2008.



(Above) Karen Preddy submits this photo of Killer Whales feeding in Johnstone Strait while September cruising. Shot with a small Point-and-Shoot Canon camera.

(Right) Shot with a Nikon D40X 18—135mm lens, Greg Harmeson enters this picture of our Junior Sailing Program taken on a windless summer day at SISC.



(Left) Gary Railer sent in this photo of a walk on the beach in Manzanita, Oregon with Neahkahnne in the background.



VOTE NOW for your personal favourite
sistelltales@yahoo.com or,
TellTales Box at Club House.

CHARGING SYSTEMS AND BATTERIES

by Al Kirk

I would like to make it perfectly clear that I am not an expert in battery management and charging systems. However, having said that, wandering the docks for over 20 years, normally with a multi-meter close at hand, it would be impossible not to make some observations. I will limit my comments to flooded lead-acid batteries as they are the most common.



This should probably be two articles, not one. The first would be about battery management during cruising and the second while at dock for long periods during the rainy season. I will however start with the shortest and simplest subject first that is, what must be done during the rainy season. The answer is very little or if you have a solar array or a multi-stage charger, nothing!

I know that comment will cause raised eyebrows but the flooded lead-acid battery only loses about 5% per of it's charge a month. What is known as a float charge, which compensates for the loss, can be provided for by either of the above devices. If you use a simple single-stage charger, start the rainy season with fully-charged batteries (more on this later). Several times during this period (every 2 to 3 months is typical), plug in the single-stage charger. The length of time this should be left on will be determined by experience. 4 to 6 hours after turning the charger and all other loads off, measure the resting voltage to determine the state of charge. Do not plug in a single-stage charger and leave it on for the season as this type of charger will boil the electrolyte and cause server plate corrosion.

Historically, a hydrometer was used to determine the charge state. With present day digital meters, it has been found that measuring resting voltage on each battery is easier, eliminates the possibility of contact with acid and, is more accurate.

RESTING VOLTAGE

12.65 volts
12.45 volts
12.01 volts
11.89 or less

STATE OF CHARGE

100%
75%
25%
discharged

Now to the difficult part, cruising. There is a large number of battery charging configurations on boats at the club most with battery banks which never reach full charge. The typical response to experiencing dead batteries is to put in larger battery banks or a larger alternator.

Neither of these actions solve the basic problem. The typical alternator regulator limits alternator output to somewhere between 13.5 and 14 volts. This range of voltages is at best, a poor compromise which was probably inherited from the automobile. At these voltages the batteries will never become fully charged, will experience plate sulfation but at least they won't boil. Some boats use diode isolators to charge several batteries at once. These diodes drop about .5 volts making the battery state of charge lower still.

cont'd



ANNOUNCEMENTS.....



+



**= Hot Rum Race
Tuesday, January 1st
1030 - START
Hot lunch will be
served at 1230**



**Santa Phyllis
is coming to town !!
Tuesday, December 11 at
1900hours
Cash Bar & Light Refreshments**

**DEADLINE FOR THE NEXT TellTales will be
January 10th at High Noon.
Thank you for being on time with your submissions.**

**Planning your trip to the Broughtons?
NEXT MONTH'S "ASK THE EXPERT"
will be:**

Sylvia Greenwood & Jill Sydneysmith
on how to provision for long-term cruising.
Submit your questions to:
sistelltales@yahoo.com

**Need to book a meeting or perhaps an
evening social?**

**Call Susannah Devitt 537-2570 to
reserve the Club House for your
special event.
It's the perfect venue!**

From the Editor's Desk.....

Such an eventful month it has been at the Club what with social events, racing awards and the lousy weather impacting on our AGM and Pub Night.

Thank you to everyone who contributed for December's TellTales. This issue is jam-packed with useful information, stories and photos from you the members.

I was deeply honoured and down-right shocked at being the recipient of the Commodore's Award this year. So many volunteer hours are given by so many and much of it is "behind the scenes". We all deserve a piece of this award !!!

Comments are welcome — sistelltales@yahoo.com

SEASON'S GREETINGS TO ALL and see you next month,

Linda

Linda Matteson-Reynolds

