



SALTSPRING ISLAND SAILING CLUB

TellTales

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COMMODORE'S REPORT

The past month has been an extremely busy one & your executive has been working very hard on your behalf.

The Round Saltspring Race was a great success despite the wet weather for the Sunday barbecue. Many members put in huge efforts & many hours of volunteer work to ensure everything ran smoothly. Particular thanks are due to race organizer Bryan Zapf, registrar Norah McCloy, food organizer Helen



Johnston & wharfinger Hugh Preddy but also to everyone else who contributed so much. Comments I have received, show yet again how well regarded this race & our club are.

Fortunately the weather was much better for last weekend's 1 meter international regatta. Contestants came from all over North America & the event went extremely well. It was pleasing to see so many members come to view the fascinating racing.

Gene Dryzmala's Pier Committee has been working away diligently, trying to produce a proposal for our pier upgrade. To aid their delibera-

tions & to offer an independent view, we commissioned a local marine engineer to produce a report of the current pier condition & the options available to us. Unfortunately, his report was far more damning than we had anticipated & consequently you will shortly see alarming notices posted at each end of the pier. Whilst the pier is in no imminent danger of collapse, we are recommended to ensure that there are no large gatherings of people on the pier until the repair work is done. It seems that this work will be substantial, and no doubt costly. We will be presenting the proposals at the next General Meeting in September.

I was very disappointed in the turnout for this month's Special General Meeting which passed a number of Bylaw changes (details were in the May TellTales), & looking around the room I could not help but notice that of all the members present only two were not, or had not been on the executive. This tells me that we are failing to involve many of our members in the running of the club. I would welcome input from any members as to how we can improve this, & if you would like to be involved, then please let me know. The nomination committee for next year is just about to start meeting, so now is the time to put your name forward. This is, after all, your club.

I wish you all a great summer & hope to see you out on the water.

Nick Hodson

June 2007						
SUN	MON	TUE	WED	THU	FRI	SAT
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

16 Sat 10:30 Race: Jack & Jill
No Flying Sails & Skippers' BBQ

July 2007						
Su	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				

7 Sat 10:00 Vendee Leg 1
8 Sun 10:00 Vendee Leg 2
29 Sun 10:30 One-day Regatta & BBQ

August 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	

19 Sun 10:30 Single-handed Race
29 Wed 17:00 Wednesday Eve Final Race & BBQ

September 2007						
Sun	Mo	Tue	We	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						

4 Tue 19:00 Board Meeting
9 Sun 10:30 Montague Harbour Race
23 Sun 10:30 Channel Isles Regatta
25 Tue 19:00 General Meeting
30 Sun 18:00 Salmon BBQ

REAR COMMODORER'S REPORT

Our thanks to Rick Bissett for his superb help to complete the restoration of electric power to BW docks.

Thank you Gary Morrison for scraping the 5 kt speed sign buoy. Although we raised it about 14 inches, it still sinks at high tide. It appears that the mooring chain will need to be cleaned of marine growth, which is being done now.

Much Thanks also to Peter Toby for cleaning the marine growth from all visible water and electric lines throughout our marina. Much weight has been removed.

Our appreciation also extends to Rick Laing for repairing the upright Dinghy Dock.

Sam Sydneysmith did a marvelous job of refurbishing our Yellow Max, and Hugh Preddy was power boater, for a day, towing it into position.

It has been suggested that the Yellow Max should be farther from shore, thus easier to see from the main navigation channel. We are thinking of adding more rode to allow this. Any suggestions ?

Ross Walker's crew did a smooth move, a very big favour, in positioning and deposing the BC ferry dock for our use during the Round Saltspring event.

Our Pier Reconstruction study is going well. We extend appreciation for time, knowledge and effort to Norm Dinsmore, Derek Barrio, Phil Grange and Greg Slakov.

Further to Nick's comments, this week we received an independent engineer's report on the condition of our pier, saying large simultaneous assemblages of people should be avoided, on our pier. That is the reason for the warning signs.

Gene Drzymala

FLEET CAPTAIN DINGHY'S REPORT

Registration is well under way for the summer Sailing School and already many classes are full or almost full. If anyone still needs to register please call me at 538-0992 or email at rirving@telus.net Information is available at the Club website at www.saltsspringsailing.ca and then click on "Junior Program". Registration forms are available at the Clubhouse or at **SPORTS TRADERS** in Ganges. You can also leave the completed forms and cheque at **SPORTS TRADERS**.

Dinghy racing has started on Fridays so if you're at all interested come and join us. Meet at around 4:30 at the dinghy dock.

Have a great summer!

Rob Irving

FLEET CAPTAIN RACING'S REPORT

The Round Saltspring Race was absolutely spectacular, with many boats (108), great winds, and brilliant shore support.

The club has received thank you letters from participants, and I received several heartfelt compliments for the warm reception provided by the club.

So, congratulations to the club in general, and particularly to those of you who volunteered with the many jobs that make this event what it is. I know I am speaking for all

race participants when I say **"Thank you very much for making this event possible"**.

By the time you read this, Friday Night Dinghy races will have started, tentatively going every Friday this Summer, and winding up August 31. Come on down and see what's happening.

See you on the water.

Greg Slakov

WHARFINGER'S REPORT

A number of guests as well as members have been interpreting guest moorage rules as guests having two free nights then up to three paid nights at 50 cents per foot per night.

Two nights of free moorage is correct, but they can not

be contiguous. In other words guests may use our facilities on two separate occasions over the year with the first night being free on each occasion ."

Hugh Preddy

FUTURE PUB NIGHTS ??



The three inaugural pub nights have been well attended. Positive feedback indicates that the drop in aspect, simple munchies, the birthday cake and the games

brought by attendees all make for an enjoyable happy hour. To make First Friday's a keeper, a few people are needed to carry on.

One person and a helper can easily pull it together with an easy set up and take down. Want to "tap" in? Contact April Steel 537-4207 for details on becoming our resident publican(s).

SUCH A DEAL!

Man's medium size Mustang Floater Jacket (\$50) and two adult life jackets (\$20)



Phone Betty Sharp at 537 5079 (evenings pls)

CHANNEL ISLANDS #2 RACE

What a great race!

This year's Channel Island race on June 3 was the "best ever" (at least for me - it's my second). The skipper's meeting was over in 1 minute, as only one skipper, (me), showed up. However, Fandango's crew was at least partially there to receive instructions, Philip Grange having gone for a walk, or some such thing. The low turnout was a result of many things, including Roger Kibble participating in the one meter regatta, and Bob Jones and David Wood going in the single-handed race between Vancouver and Nanaimo.

Anyway, FANDANGO and IMP started at 1030 in a modest south east wind, perhaps 6 knots. IMP was leading at first, which prompted Art on FANDANGO to challenge us to a "match race", handicap be damned. IMP rose to the bait (mainly because we were in the lead) and the race was on. Of course, Suzanne, Larry, Art, John and Philip immediately started to sail properly, and caught up to IMP. IMP took the match racing bit to heart, and we lee bowed Fandango. After sailing along for a minute or two so close that, quite literally, we could have walked from one boat to the other, Fandango realised that they would not be able to pass us, and they tacked away. This proved to be only a moral victory for IMP, because after we split tacks for a while, Fandango took the clear lead just past the last Sister, heading to Batt Rock. We split tacks again, IMP going left and FANDANGO going right, and either IMP got better ebb tide coming from Captain Passage, or FANDANGO lost the wind heading to the Saltspring side of



Photo from Round Saltspring by Linda Reynolds

the course, because IMP was leading at Batt Rock.

A close spinnaker reach to Welbury spar followed, and then we beat up towards Prevost. We continued like this to the Channel Is with FANDANGO taking a reef in the main.

Greg, Cookie and Craig merely dropped the traveler and continued on. At the Channel Islands, IMP overtook and FANDANGO passed on the inside as the spinnakers went up and we bore off for home. The tide was still ebbing but IMP none-the-less managed 6 to 7 knots on the GPS. IMP rounded Welbury spar first and even got to Batt Rock in the lead, but our wind died at Batt Rock (blanketed by FANDANGO?) and we were passed yet again. Now it was a downwind run all the way home. FANDANGO kept in the lead as we gybed back and forth. After racing for 3 hours, 11 minutes and 9 seconds, IMP crossed the line 3 seconds in front of FANDANGO. IMP's crew credits heating up in the lulls and bearing off in the puffs for their last minute comeback, but no doubt FANDANGO's crew are sure that it was dumb, blind luck. Perhaps it was a bit of both.

In any case, we all enjoyed a beer or two on one of the brilliant picnic benches on the breakwater after the race. Here's to Summer!

For those of us who are engineers or otherwise inclined to mathematical trivia, IMP's average speed was 4.583 knots, and FANDANGO's was 4.582 over this 14.6 mile race.

Greg Slakov on IMP

SECRETARY'S CORNER

My first year as Secretary of the SISC is coming to a close. There are a couple of loose ends to tie-up during the summer months such as interviewing a few people who have just applied for membership. It has been a very enlightening seven months for me with a steep learning curve. I've met so many delightful members of the sailing club, have learned how to format minutes, have had the opportunity to interview some great people who have joined the club this past year, and the list goes on.

Plus, I have had the privilege to work with a great Board of Directors - and I have enjoyed every moment. (Well, maybe there was the odd moment of frustration! - I'm sure I caused the odd moment of frustration for others, too).

Overall, it's been great!

My thanks to everyone who has been so supportive of me this past year. (Too many to name - you know who you are.) I truly appreciate your assistance and willingness to "steer me in the right direction" as I fumbled along learning the "ropes" (or "lines") of the association.

To all newcomers to the club, and also to those who have been associated with the club over the past years but have not yet served on the executive in some capacity, I highly recommend a position on the Board as a wonderful way to become involved; to meet people; to have a good time.

To all SISC members, - great cruising, good sailing and, above all else, be safe while you have fun on the water.

Here's to a sunny summer season.

Vicki Morrison

DAILY WHARFINGER PROGRAMME

Thanks to all of our members who have signed up for our daily programme. This not only ensures a warm welcome for our many visitors but, as important, it means that our facilities and vessels are checked every day throughout the Summer. An extra thanks to those many members who sign up for more than one duty. Without these volunteers in particular many of you would have been contacted to ensure continuous daily coverage.

While all of June and July is well covered there are still days in August and September that need members to sign

up for this important service to our Club and fellow members. Please check the board inside the Clubhouse the next time you are down to visit your boat and please sign up. If you don't have a boat you are also invited to participate as a full Club member.

A reminder:- If you are off cruising this summer please sign out at the foot of the walkway so that we may offer your space to our visitors. They are most grateful for this service that is not always offered by other clubs.

John Myers

BEING HELPFUL



When receiving a docking line, just hold on to it. Skippers generally prefer to make fast their own lines.

Most of us, when we see a yacht approaching the dock, are anxious to be of assistance. The action of the helper shown in one of the above pictures would be appreciated by the skipper. The action in the other picture will probably cause him to grit his teeth and swear quietly. Guess which picture is which.



SAILPAST

Here Commodore Nick Hodson is being *piped* up to the clubhouse after taking the Sailpast Salute by Doug Fraser.

SPRUCING THE PLACE UP

If it moves, salute it. If it doesn't move - paint it.



MEET YOUR FELLOW MEMBERS



Mystery Member #1



Mystery Member #2



Mystery Member #3



Mystery Member #4

SOME OF OUR PAST COMMODORES



Jim Spencer



Dick Pattinson



Les Price



Jim Ganderton



Jim Ballantyne

WE ARE LUCKY TO HAVE THESE PEOPLE



Have you ever seen Tony not working for the club? Here he is putting the finishing touches to yet another club boat.



Gene, Russell and Sharon seem always to be having fun. Ask Gene to tell you the joke. It might take all day!



Ruth with Les (the driving force behind the clubhouse re-build) with Alan Kirk who has contributed 4,000,000 hours +/-

WELCOME TO NEW MEMBERS

Saltspring Island Sailing Club is pleased to welcome new regular members, Jack Barclay and Sharon Bond. Jack was involved with sailing for many years, on the water and teaching courses. He traded sailing for piloting his own plane for a few years (navigation skills are navigation skills; but once a sailor, always a sailor.)

Jack recently decided to return to the world of water - sold his plane and is now in the process of looking to buy another sailboat. Jack and Sharon are welcome additions to our club and we look forward to meeting them as they become involved with club activities and come out to our social functions.



Nick Smythe always enjoys a good joke

BECOME A PUBLISHED JOURNALIST

This summer, why not take photographs of, and write about, events, people and places that would be of interest to TT readers of future issues? Submit material by e-mail to flyawaytoo@shaw.ca or leave it in the TT maildrop at the clubhouse.

SAILING HEAVEN AT THE IOM NATIONALS

When some of the world's best sailors bring some of the world's most advanced sailboats to race in perfect conditions at your own club, it is a dream come true. When the Canadian national champion stays at your home, tunes your boat and shares advanced strategic racing insight, then you are in sailing heaven. That's what happened to me during the June 1st -3rd weekend when SISC hosted the Canadian National Championship for International One Meter Radio Controlled Yachts that attracted racers from across the continent.

Let no one be deceived by the small size of these craft. These IOM boats are some of the most sophisticated sailing boats in the world and their cutting edge designs are used to develop the latest Americas Cup challengers. The top sailors engage in highly competitive one design racing tactics. Capturing the windward position at the pin end on an Olympic racecourse with a narrow starting line with boats that can tack in a second and accelerate in an instant is like threading a needle while squashed in a dark crowded New York subway car. It takes Conner like skill, Federer's split second timing and Woods' uncanny judgment.

Peter van Rossem from Kingston, Ontario, the defending Canadian National Champion has it all, plus a boat that made mine look like an old Dodge truck. His boat featured a hull crafted in Australia, (there's an eighteen month waiting list!), a super strong double winch motor, digital rudder controls, the latest sails, a totally waterproof assembly and the rig tuning of a master. It had instant

response and perfect balance on both tacks without any adjustment from the controls.

He, Peter Castelli from California and Allan Gardner from Vancouver were in a class by themselves. Each race provided edge-of-your-seat excitement with the top boats using brilliant techniques to gain a position or to slam-dunk the opposition. They tacked on the wind shifts, covered their competition, judged the lay lines perfectly, executed tacks and jibes without stalling (easy to do!) and of course, perfect starts were the order of the day. The races would have made great television as the leaders jostled for position and dueled with the other boats.

Prior to the racing Peter Van Rossem insisted on helping me calibrate and install my new mainsail boom, vang and gooseneck that Lawrie Neish had so beautifully crafted for me. Then when my jib boom broke on the Friday, Allen Gardner immediately gave me a new extrusion with all the fittings and Peter again helped me with the installation. All these racers were generous to a fault. We did race after race with total concentration. It was exhilarating, exciting, and completely exhausting.

Peter successfully defended his Championship and was presented with his award by Commodore Nick Hodson who invited everyone back to SISC in 2009. Peter now plans to represent Canada at the IOM Worlds event in November at Marseilles, France. And guess what, he invited me to go with him! I'd better get some more practice and a new boat very quickly!

Roger Kibble



From the Editors

This marks the 10th and final issue of TellTales under our editorship. We have enjoyed this stint; but we also believe that the joys and challenges of various club activities should be experienced by a broad selection of the membership. So...

Starting in September, Linda Reynolds will be taking TT on; though we will be providing initial assistance particularly with the publishing software, which does require some getting used to.

Members are reminded that the club website at www.saltspringsailing.ca, ably managed by Larry Schetzer, has archived copies of TT going back to year 2000, more racing news, notices of upcoming events, an extensive collection of photographs from Round Saltspring, information on topics of interest, weather links, and much more.

Harold and Candace Brochmann