



SALTSPRING ISLAND SAILING CLUB

# TellTales

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## COMMODORE'S REPORT

We have one of the best views on Salt Spring from our clubhouse, and yet most people when they come to the club spend all their time on their boat. Why not come down on Friday 6<sup>th</sup> April for the first of our regular Pub Nights. You can sit and admire the view, drink in hand, and chat with your fellow members.

Those of you who were at the General meeting in February, were made aware that the long expected increase in our foreshore lease payment has finally arrived. However, due to April Steel's persistence, we have already managed to get a reduction to \$16,033 (down from \$19,380) and we will continue to fight the rate we are being charged.

I have been asked by a number of people, why the board required proof of boat insurance this year. Well if you read the minutes of the latest CBCYC meeting (which I have posted on the notice board), it seems that despite having a requirement to insure, at least one boat involved in the recent fire in Nanaimo was not insured. This has an effect on all the other boats in the marina & the marina itself. So we are just looking after all members' interests, and this will be an annual requirement in future years.

The Round Salt Spring Race will soon be upon us & as I mentioned last month, we are still in need of people to take responsibility of the Bar & Cashier. This is a fun weekend to be part of, so please consider volunteering for these crucial jobs.

The next TellTales is not published until a couple of days before our spring work party & clean-up on April 14<sup>th</sup>. Make sure you put this date in your diary to come along and spruce up the club for the start of the boating season.

Nick Hodson [nickhodson\[at\]saltspring\[dot\]com](mailto:nickhodson[at]saltspring[dot]com)

## REAR COMMODORE'S REPORT

Stephen Carter will survey the tippy dinghy docks and formulate a plan to add floatation during the work party.

The northern breakwater will require professional floatation installation, which will be done during the summer by Island Marine Services Ltd.

The water will be turned on by Easter.

Our thanks to Bob Reynolds for repairing the ramp telephone.

Timbers for the grid should be here any day. A sign will be posted upon completion of repair.

I will post the work list in the clubhouse entrance, the first week of April and I look forward to seeing you at the Work Party.

Gene Drzymala

## WHARFINGER'S REPORT

### Daily Wharfinger Programme

One of the important Club activities is the Summer Daily Wharfinger Programme. Club members welcome and control visitors to the Club and in addition monitor the docks, grounds and clubhouse ensuring the security of the premises. A vital component is the daily checking of our boats for possible damage and mooring concerns.

Again this year all members are invited to sign up for this daily duty from Victoria Day to Labour Day and for Fridays and Saturdays during May and

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## THINGS TO DO ON ST. PATRICK'S DAY Saturday, March 17th

- ✿ hug a leprechaun,
- ✿ find a four-leaf clover,
- ✿ kiss the Blarney Stone,
- ✿ wear something green,
- ✿ look for that pot-o-gold, or
- ✿ **Attend the club's St. Pat's Day celebration.**

18:00 hrs. Scrumptious Supper \$5.00  
Please sign up inside clubhouse or email Jill at [treetops@uniserve.com](mailto:treetops@uniserve.com)  
**ON OR BEFORE MARCH 15(please)**

## CALENDAR

### March 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

- 4 Sun 10:30 Prevost Island Race
- 6 Tue 19:00 Board Meeting
- 17 Sat 10:30 Spring One-Day Regatta (CI #1)
- 17 Sat 18:00 St. Patrick's Day Social

### April 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					

- 1 Sun 10:30 Walter Rock Race
- 6 Fri 17:00 Pub Night
- 14 Sat 08:30 Spring Work Party & Cleanup
- 15 Sun 10:00 Moresby/Portland Racer
- 21 Sat and 22 Sun Inter-Club Annual Meeting
- 24 Tue 19:00 Social
- 29 Sun 10:00 Bas Cobanli Memorial Trophy Race

(Continued from page 1)

September. This year the duty time has been reduced and will be from 1100 hours to 1600 hours. A sign up board is just inside the Clubhouse door and you are requested to put your name down at your next visit to the Club. This is a great way to contribute toward the 20 hours of Club duty expected of members and at the same time getting to know your fellow boaters.

In the event that there are days not covered by volunteers, member's names will be drawn randomly from those who have not signed up and they will be invited to participate.

In April there will be an orientation session for new members and any others who wish to participate.

For additional details please contact John Myers

### Dinghy Docks

Members who use the club's vertical or horizontal tender storage area must have the owner's name printed on the tender or on a tag attached to the tender. The purpose of this is to ensure each is in it's allocated space.

Presently we have a number of tenders without any owner identification and two members can't use their paid for spot as it is already occupied.

Should you not wish to print directly on the tender you have the option of using one of the tags located in the wharfinger's mail box located in the clubhouse."

*Hugh Preddy*

## STAFF CAPTAIN'S REPORT

### Hi Everyone

St. Patrick's day social will be held on Saturday March 17th. I am looking for some volunteers to set up and decorate and anyone with some bright ideas for the evening would be much appreciated!

We do have some decorations in the attic. I will also need help to serve dinner and galley cleanup afterwards.

We need someone to collect \$5.00 per person at the door.

Hopefully we will have some idea how many are coming with the sign up sheet.

I will be away for a week from March 6-13 inclusive, but I will get the food organized before I leave.

If possible could you let me know if you are available, preferably before I leave or of course on my return. Many thanks

*Jill Sydneysmith.*

## OUR SECRETARY REPORTS

### New Members

At the February 6/07 Board Meeting, Chris Smart was approved for Regular Membership in the SISC. Her sailboat, a 28 ft. Cheoy Lee Offshore, is named *SULA*. When you see Chris at the clubhouse or on the dock, please give her a friendly smile and warmly welcome her to our club.

At the March 6th /07 Board Meeting, Patrice Pothier's application for Associate Membership was unanimously approved. Patrice is very active in racing and looks forward to the camaraderie and activities provided by members of the SISC. Please extend a warm welcome to Patrice when you greet him on the docks or at a clubhouse event.

Please also welcome, Larry Howie and Margaret Cram Howie as new members to the SISC. Their application for Regular Membership was approved at the March Board Meeting. Larry and Margaret have been "bitten by the cruising bug" and are having a Mainship Trawler '34 built for them with expected arrival date of May 30th. They are actively engaged in taking courses and look forward to summer cruising activities with friends and other SISC members.

*Vicky Morrison*

(Continued on page 3)

## PLEASE PICK UP YOUR:

- Yearbook
- Membership card



.... at the clubhouse

## FRIDAY PUB NIGHTS

on tap:  
SaltSpring Draft



Happy Hour 17:00 - 19:00

**April 6th**  
**May 4th**  
**June 1st**

## HELP NEEDED

### Membership Committee

One (preferably two) more members are needed to assist on the Membership Committee.

Some phoning is involved to coordinate interview times with the applicant(s) and with one other committee member.

Interviewing is done by two members working as a team.

Guidance from past/present members is readily available so there is lots of support .

If you would like to help with the interview process and be part of this team, please call Vicki at 537-4879

## RACING CAPTAIN'S REPORT

In February, the McMillan Trophy Race and the Round Prevost Island Race were both very interesting, with a mixture of wind strengths, from dead calm to a double reef breeze for the end of the McMillan Race.

Post-race commentaries and the results are on the website, including links to video clips taken by Scott Simmons on Strawberry Express. These clips are rather entertaining – do check them out.

Another big advancement is that Scott and Larry Shetzer have revamped the crew pages on the web site. I would like to direct skippers to this page, as several now-unavailable crewmembers were removed from the list, and so the list is now up-to-date. I encourage club members who want to race as crew to sign up on the website, a very simple procedure. Potential crewmembers are still well advised to come down to the docks on race days, as you are virtually guaranteed a place if you are keen and "willing to get in there".

The handicapping vote of February and early March was intended to sound racing members to determine which handicapping system they wanted to use after a trial of the "Turkey Head" system last year. A real consensus was reached, in that 19 of 24 votes cast were for continuing to use this system for the foreseeable future. There were many thoughtful and reasonable comments made, and I really appreciate your participation in this process.

The Spring One-Day Regatta is coming up Saturday March 17. This will be 3 or possibly 4 races, with the first race to start at 10:30. These Regattas proved to be very popular last year, and I suspect there will be a good turnout again. All boats will be close to one another, and there will be many mark roundings, so round up a good (or at least big) crew. Bring a big bag lunch as we will be on the water all day. Remember, it is St. Patrick's Day, so wear green.

After the race will be the St. Patrick's Day Dinner at the Clubhouse at 6 PM. Jill Sydneysmith, the Staff Captain, requires a commitment from all who want dinner. There is a sign up sheet at the club, or you may tell me via email by 6 PM Wednesday March 14, and I will give her my list. If you do not reserve, there is every likelihood you will not get a place at dinner, as I know that many were turned away last year due to lack of space. Dinner is only \$5, paid at the door.

Watch this space for the next "Open Boat" presentation, and see you on the water.

Greg Slakov



Look hard and you'll see them in the mist !

## FROM THE EDITOR

### Racing

The racing community is extremely active these days; so in addition to the Racing Captain's reports, TellTales has received written submissions on this topic from several other sources.

Scott Simmons for example, has almost become a professional journalist with a semi-regular column about club races in the Driftwood and regular contributions to TT, including a video, all of which have been placed together with other racing related material on the club website: Go to: [www.saltspringsailing.ca](http://www.saltspringsailing.ca) On the left of the page click on the *Club Racing* link. **Lots of good stuff.** And on the last page of this edition of TellTales, Roger Kibble tackles the annual conundrum: *Clockwise or Counter-Clockwise?*

Incidentally, the racers are a very hospitable and accommodating group. You don't have to be competitive or have experience. But if you are interested in joining one of the crews any Sunday morning, give Greg Slakov a call (537-1309). Benefits include good company, something fun to do, and you'll probably learn new things about setting sails, boat handling and so forth. This would be of particular benefit to those new to boating.

The racers go out on Sundays - see calendar on page 1, come rain, sleet, snow, sun, hurricanes or even sunshine. June 6th - September 1st they race every Wednesday.

### TellTales in Colour

At the club website you can download this, as well as archived, editions of TellTales in full colour.

### Spam

In a recent editions I have made the mistake of publishing e-mail addresses in uncamoouflaged form. Specifically my TellTales address. This was picked up by a *spam list spider* and this morning I got my first offer to make \$50,000 in return for a very modest investment. So: henceforth all email addresses in TT will be disguised, as in the next paragraph.

### Submissions

Members' submissions for the April edition of TT are invited. Email to [telltalised\[at\]saltspringsailing\[dot\]ca](mailto:telltalised[at]saltspringsailing[dot]ca)

Note that this is not a link. It will have to be copy/pasted into the "To:" header.

## HELP WANTED

### Round Saltspring 2007

#### Friday, May 18th and Sunday May 20th

- Bar Captain with "Serve it Right" license to stock and manage bar for the event.
- Bar Tenders to serve.
- Cashiers to sell tickets, handle cash and run cash register

Contact RSSI Chair Bryan Zapf at 653 - 4522 or April Steel at 537 - 4207 for details.

# OLD SALTS - AND NEW SALTS

When you meet these people around the club, greet them by name !

New Member



Tony Meek



John Gibbs



Roger Kibble



Rod McDonald



Helen Johnston



Chris Smart



Al Kirk and Derek Barrio recently removed *BLUE PETERS* engine for a major overhaul. Here we see Derek lifting 600 lbs of cast iron with one hand.



## A CASTLE IN THE HARBOUR

We call it GOAT Island. At one time it was CASTLE Island



... ..because there was a 'castle' there!



Visit the [SALTSPRING ARCHIVES](#) to learn more about it.



## VALENTINES DAY

The club's Valentine's Day party was much fun.

## WE NOW HAVE AN OUTSTATION

At the February General Meeting it was decided to rent space at the Shawl Bay Marina to be used as a club outstation for a 1-year trial.



Shawl Bay is located in Simoon Sound at the mouth of Kingcome Inlet, roughly 450 km from Saltspring by boat. Approximate Lat/Long 50 51.3 N 126 34.3 W. Refer to chart 3515.

The website is at:

<http://shawlbay.perspective-imaging.com/>

To ensure space, be there or call Lorne or Shawn Brown ahead before 15:00 on VHF 66A or (250) 483-4169. There are cabins for rent, fresh produce, groceries, etc



Shawl Bay  
Port McNeill  
Campbell River

**AUG. 10 & 11**

### Rendezvous at Pierre's Bay

We will be having a get-together to talk about the rendezvous at the end of April or the beginning of May.

Watch April TellTales for the date.

*Lorne and Colleen Shantz*

### ANCHORS

Bob Reynolds has bought a new design of anchor. On this website you can see a video of it doing its thing: [http://www.anchorright.net/video/video-high\\_content.html](http://www.anchorright.net/video/video-high_content.html)

### CHARTS

Advice to newer boaters:

**Make sure you have good charts of where you venture.**

If your collection is incomplete, check with Betty Sharp at 537-5079 as she, being retired from boating, has a set she is willing to part with. As you know, new ones are \$20 each. I'm sure Betty will give you a good deal.

### RECIPROCAL CLUBS

Information received this year from our reciprocal clubs is filed in a binder that is placed in the clubhouse foyer.

If you plan to make use of our reciprocal privileges this summer, you may want to do a quick read before venturing off.

There have been some changes and some of the clubs have days when they are holding local club events. Thus, dock space at specific clubs on specific dates will be unavailable for reciprocal club use.

### SPRING CLEANING!

We are once again making arrangements for a diver to do the needed annual prop scraping and zinc replacement. Last year was a huge success and we want to repeat that success with some early planning. Last year over 30 of our members took advantage of the organization.

If you contact me and want to be included, as the planner, the plan this year is to do each boat in sequence. If you want your zincs replaced, then the zincs must be visibly on board and accessible by myself. If you do not want the zincs replaced, then only the prop will be cleaned. But you must contact me with your wishes, for either the prop-only cleaning or the prop-cleaning-and-zinc-replacement, in order to be on the list of boats to be included.

The same diver that we used last year has again been lined up, who will charge us \$30.00/boat to have your prop scraped and your zincs replaced. Payment must be made in advance. We are planning to have him make the rounds on the weekend of 21 April. So if you want in on this deal, call Jim Ganderton at 537-1345 or [ganderton\[at\]saltspring\[dot\]com](mailto:ganderton[at]saltspring[dot]com).



### Power & Sail Squadron's Annual General Meeting and dinner

Friday, April 20<sup>th</sup> 1800 hours  
Falconhead's Grill & Bar at the  
Golf & Country Club  
Prime Rib Buffet Dinner

Tickets: \$20.00 per person available at: Volume II Bookshop and Mouat's

Guest Speaker: Captain Chris Frappell Information: 537-1195 or [robreyn\[at\]juniserve\[dot\]com](mailto:robreyn[at]juniserve[dot]com)

## CHOOSING THE ROUND SALTSRING RACE DIRECTION

Every year the Race committee agonizes over which way to send the Round Saltspring fleet, clockwise or anti-clockwise? The decision is often more complex than at first appears.

Over the years we've mostly opted for a clockwise course in order to ride an ebb tide to Beaver Point and beyond and then catch an afternoon flood tide to sweep the boats through Sansum Narrows. But many times the wind, or lack of it, has played havoc with this plan. Sometimes the faster boats have crawled through Sansum leaving the slower rated boats desperately trying to make some positive progress near Musgrave Landing at the mouth of the Narrows. Many a boat has anchored for hours here waiting for the tide to turn. Likewise many a boat has shivered in the wee hours at Captain's Passage waiting for a little wind or current to help them through on the way home when in clockwise mode.

One year my son Steven and his grandfather, Commodore Wayne Pearce, were obliged to anchor at Musgrave Landing for the night after hours of fruitless tacking. They reached the finish line the next day, just a few minutes before the midday deadline! In 1992, the winds deserted us again and the fastest boats were marooned in holes, swept back by turning tides and even overtaken by much slower vessels. That year only one boat, TIGGER J, a C&C 38 then owned by Art Jones, made it to the finish. Somehow they overcame the windless Sunday morning and drifted over the finish line with less than an hour to spare, to great applause I might add.

In 1993, the race committee chose an anti-clockwise direction because the ebb tide was unusually early and certainly would have stopped most boats for a long time at Samsun Narrows. We all made a classic windward start in a brisk South Easterly breeze up Ganges harbour and through Captain's Passage before turning and roaring before the wind down Trincomali Strait. Then the wind started to fade and the fleet stretched out for a long way. I was sailing Beowulf, my classic full-keeled Marieholm 26 with two young daughters. We couldn't keep up with the likes of Charles Sutcliffe's Yeoman and Bas Cobanli's Haereticus who had stormed ahead, past Maple Bay and vanished into the far distant Sansum Narrows. Hours later, after waiting for the slack tide we skulked through Sansum only to be dumbfounded on seeing the entire fleet in front of us, becalmed at, you've guessed it, Musgrave Landing. Our momentum actually enabled us to drift by a few of the leaders before we joined the stationary fleet. When a few wisps appeared the race started all over again and we slowly tacked our way up past Fulford, continued to Beaver Point in a strengthening wind and then, in a full gale, we close hauled our way past the Channel Islands and home to an astonishing two-minute victory.

So the best laid plans are often outfoxed by the vagaries of Saltspring wind and current. Even last year, the race direction was a matter of debate. In hindsight, the stronger winds that blessed the race would have produced faster times for almost everyone if we had opted for an anti-clockwise route. But the Race Committee is always mindful to choose the direction most likely to prevent the higher rated boats from being stymied by the tide no matter what wind is forecast. Although the Race Committee closely monitors the Marine Weather forecast, the famous Saltspring Island microclimate often generates obverse wind conditions than forecast, so local knowledge also plays a role in the direction decision.

This year, the tide ebbs to about 1430 hrs and that should assist the fleet at the start and in the first leg to Beaver Point and Fulford. Then a big flood tide begins that should

push all of us through Sansum Narrows, past Maple Bay and Vesuvius to Southey Point. In fact this flood tide, which continues to about 2300 hrs, should slow down the faster boats a little as they will buck this flood all the way down Trincomali and through Captain's Passage. But if light airs prevail and calms emerge during the evening, then the fleet might unwittingly reassemble and even be obliged to anchor against the flood tide at Southey Point for an effective 'restart' when some wind finally arrives. This has happened here more than a few times. If both the marine forecast and Big Wave Dave predict light airs on Saturday morning, the Race committee might just have to rethink things a little!

So deciding which way to go is often more of an art than a science. Some say we should just toss a coin! This dilemma prompted me to reconsider the whole question from another point of view, in verse. With some trepidation I present it to you here:

### Clockwise or Anti-Clockwise

(or the Round Saltspring dilemma)

Clockwise or anti-clockwise that is the Question—  
Whether 'tis Nobler in the Boat to suffer  
The Winds and Currents of outrageous Sansum,  
Or to take arms against a Sea of Troubles,  
And by anchoring, end them; to ebb, to flood—  
No more, and by a Flood we pray to end  
The heartache, and a thousand lateral Tacks  
That Sailing is heir to; 'tis a Consternation  
Devoutly to be missed, to ebb, to flood,  
To flood, perchance to dream; ay there's the Rub,  
For in that Flood of Seas what Dreams may come,  
When we to Victory round this Island sail  
To gain Applause. There's the Respect  
That belays some Sanity on so long a Voyage,  
For who would bear the Holes and Traps of Tide,  
The Port Tacker's Wrong, the Proud Skipper's Oaths,  
The Bangs of Boom above, the Sheets Astray,  
The Arrogance of Novice, the Burn of Line  
On impatient Hand th'Unwary takes,  
When the Skipper himself might his Quietus make  
Below with a Big Brandy? Who would such Burdens bear  
To grunt and sweat in midnight air with laboured Breath,  
But that the Thread from Fernwood to Atkin's Reef,  
The unmarked Rocks from whose Grasp  
No Voyager returns, puzzles the Crowd Ashore,  
And makes us rather bear those Ills we have  
And even overcome Perils we know not of?  
Thus Round Saltspring makes Heroes of us all;  
And thus our Native Annual Resolution  
Is once more over with the Pale Cast of Thought,  
That without the Clockwise Course Direction  
And with hindsight Regard to Currents turned awry,  
We might have found the name of Action  
If only we'd gone the Other Way!

*By Roger Kibble with kind permission  
from Commander William Shakespeare*

PS This item is downloadable from the *Club Racing* section on the club website: [www.saltspringsailing.ca](http://www.saltspringsailing.ca)