



SALTSPRING ISLAND SAILING CLUB

# TellTales

VOLUME 25 : NUMBER 6 : SEPTEMBER 2006

## COMMODORE'S REMARKS

This is our first issue of the TellTales under the editorship of **Harold and Candace Brochmann**. A big thanks for taking on a big job! Thanks are also extended to **Jim and Sandi Ballantyne** for their donation of a life ring which now graces our breakwater.

The Nominating Committee has met several times over the summer and is close to a full slate of nominations for next year's Board of Directors. A committee chaired by **John Pankhurst** is already working on the main focus for next year's Board, an administrative review. It is our intent to link Board positions to all their actual areas of responsibilities, identify tasks that should be delegated on a "permanent" basis, document processes and procedures and amend the regulations and bylaws if required. More on this topic as it develops.

Please take some time to give consideration to the **Wharfinger, Bob Scott's** column and bring your input to the "Is Reciprocal Moorage Viable?" discussion at the General Meeting on Tuesday the 26<sup>th</sup>.

Starting with the Salmon B B Q, tickets for many Club events will be available only through the ArtSpring Box Office. This provides you with convenient hours, central pick up, payment options other than cash or cheque while allowing the event organizer the ability to work with real numbers for ordering and preparing food and drink plus eliminates the need for Club volunteers to print, sell and distribute tickets, handle and account for the cash. (Everyone is not comfortable being cashier.) **This means advance sales only, so don't be disappointed.**

See all you surfing Hawaiian cowboy Viking pirates, shipwrecked or otherwise on the 24<sup>th</sup>. Rumour has it one of the prizes will get you off the island!

*April Steel, Commodore. email:grailer1@telus.net*

## SUMMERTIME AT THE DOCKS



New member, John Gauld gives the one and only Tony Meek a hand building some new dinghy docks.....



... The old ones are getting dryer and dryer as the creek delta grows.



**RAFIKI** heads for sea with Captain Ed deBoer at the helm.



Hugh & Karen Preddy loading **EXIT 1** in preparation for a cruise.



Derek Emmerson working on **ORACLE's** mast.

**GENERAL MEETING**  
at the clubhouse  
**Tuesday, September 26th, 2006**  
at 19:30

Commodore's Remarks, Minutes,  
Business Arising, Reports of Officers,  
New Business, Discussion:  
**"Is Reciprocal Moorage Viable?"**

**Your attendance requested**

**Come to the**  
**SALMON BARBECUE**

**Sunday, September 24th. 17:30**  
at the clubhouse

**This is an "dressup event"**  
(optional, but see Staff Captain's report  
for details)

Tickets (\$12) only at ArtSpring: Cutoff  
day is Sept 21st

## USEFUL URL

TUNING AN ANCHOR RODE:

A complete discussion of the finer  
points of anchoring is found at:

<http://alain.fraysse.free.fr/sail/rode/rode.htm>

## OFFICERS' REPORTS

### FLEET CAPTAIN, DINGHY

This summer has been extraordinary with no let up in the registrations of children in the sailing programs. The season started slowly but as the momentum continued through out the summer, we experienced a huge increase in the number of kids enrolling. Final Opti registrations were 56, White Sail 43, Bronze 20 and Silver 2. The disappointment was with the adults as only two persons participated.

I would like to take this opportunity to thank my wife Cathie for answering the phone zillions of times over the past two years and who helped provide information to parents. I would like to thank Tony Meek who built the C420 dock, moved the Laser dock, fixed the Lasers and C420 craft on may occasions and who was always on hand to help out. I would also like to thank Gary Railer who helped with the payroll, accounting and booking keeping.

I would like to thank the instructors, the backbone of the program, for a great year, providing safe instruction and skills to the kids and keeping the grounds clean.

I would like to thank you, the membership for your continued support. I hear nothing but rave reviews about the program from happy parents.

There are a few miscellaneous items I would like to mention. I had need to install inline gas filters in the 3 safety boats as the gas from the Marina was dirty. Stuart Dalhgren broke his front teeth in an boating accident and had to take a week off. We lost two rudders from the C420s one of which has replaced and the sale of the old Laser II's netted the Club \$2175. Last, with the increased number of students graduating with Bronze qualifications, the Junior program is seeing a marked increase in activity. Dom Boubreau , one of this years instructors, is coordinating the sailing times and running the safety boat for the Juniors during the fall season.

I have a few recommendations for next year.

1. There be no adult course as the is no substance to the hype that is heard.
2. The fees be increased by 7.5% to 10% to keep in step with rising costs.
3. There is a need to replace Beluga's Yamaha motor in the near future as it is 8 years old.

As I will not be present at the AGM, for my final report. Tony Meek will do the honors on my behalf giving the financial breakdown at that time. Thank you again for your support. It was a serious commitment well worth completing.

*John Wellingham*

### STAFF CAPTAIN

This summer seems to have gone in a flash. We have had some great weather and some pretty good winds for this time of the year. I hope everyone got lots of sailing in the last couple of months.

The social season starts off with the Salmon BBQ on Sunday September 24. Advance tickets must be purchased at ArtSpring box office after Labour Day for \$12 per person. Cut off date September 21 in order to be sure everyone has a meal.

This year we thought for a change we could 'dressup' which I am sure will encourage everyone to do a 'closet' inventory! Here are some fun ideas for you - Hawaiian, Viking, Pirate, surfer, shipwreck, best hat or best mixed metaphor. There will be prizes for best costume, most questionable attire, best hat, or best mixed metaphor.

We are also having the **Chamigos Trio**; Latin music to entertain us outside.

Ahead we have the *Octoberfest* potluck on October 17. Don't forget the fall cleanup on November 4.

I will need volunteers to barbeque the salmon, for setup, kitchen duties before and after and 2-3 judges.

I can be reached by 537-1007 or [treetops@uniserve.com](mailto:treetops@uniserve.com).

*Jill Syndeysmith*

### WHARFINGER

We have had a few moorage changes over the summer to report. New moorage has been assigned to *KI WEST* now belonging to Jan Malherbe, *DREKI* owned by Peter and Debora McGovern, *ROME FREE* owned by Colin Horel, and *VESTOVIA* owned by Mike Ablitt and Paula Davies. Al and Betty Kirk's boat *GULF WINDS* has sailed out of the marina to a new home port.

According to the "sign out" board it would appear that our club members spent a lot of time cruising this summer. By the reciprocal registry book it would appear that many guests found their way to our docks as well. From the first of July through mid August over 200 reciprocal guests have signed in. The comments from the guests have been extremely favourable related to our upgraded facilities and the friendly greetings by our "Daily Wharfinger".

The subject of "Daily Wharfinger" is an area where we would like to invite some discussion at the September general meeting. For those who take part in the program you have responded very well covering multiple days and all of us on the board appreciate your effort.

However, both last year and this summer, in particular, the number of days that no one has volunteered is a concern. We need to understand why and what needs to be done to remedy the program. Are members not taking advantage of the reciprocal moorage in other clubs so there is no incentive to continue the program? Are there things we can do to make spending time as "Daily Wharfinger" more convenient and more enjoyable (ie. hours, facilities, etc.)? These are a couple of questions that come to mind for our failure to attract volunteers.

We invite your input at the September General Meeting.

*Bob Scott*

### REAR COMMODORE

The docks have fared fairly well through the summer with only some repairs made necessary by the usual complaint of harbour traffic failing to observe the 5 knot limit.

In early June electrical problems on E dock were traced to transformer # 1 and a check with the manufacturer revealed a wiring link was missing, apparently since the original installation. *Schurething Electrical* traced and corrected the problem and made the adjustment to # 3 transformer as well, as it is of similar design. The original fault was found to be due to something having seemingly bitten into an underwater line to an outlet. If it was an otter or (?) it's fate is unknown!

My thanks to the following for their help and repair work :

Hugh Preddy for fabricating and installing the plate covering the hole in the gate and installing the enclosure for the life ring - as donated by the Ballantynes.

Jon Healey for taking time from Wharfinger duties to move a sign and shorten a restraining chain on the breakwaters.

Bob Shaak - who came down with his welder and once again repaired the bridges damaged by excessive wash.

Trevor Haddow - who demonstrated his dock fixing expertise in the repair of a broken bull rail and safety ladder on B dock.

And thanks to all the members who kept our docks neat and safe during the summer.

*Norm Dinsmore*

## VICE COMMODORE'S REPORT

I hope everyone has had a good summer. We certainly enjoyed our time on the water, with great weather.

The Summer junior program is now over and I would like to thank the Instructors for keeping the Clubhouse clean and tidy. There is a large amount of clothing left behind, if any of this belongs to members, then please collect it soon before it disappears to the Thrift shop.

I have noticed on numerous occasions over the summer that the gate has been tied back or wedged open with a cart or other object. I would remind you that the new closer was installed at the request of members, to improve security after items had gone missing from the docks. Please use the gate in the manner in which it was designed, & do not wedge or prop it open.

Whilst the summer is not yet over, it is not too early to put November 4th on your calendar for our fall work party.

*Nick Hodson*

### VENDEE SALTSRING 2006

Bob Jones

The Second annual running of the Vendee Salt Spring built on the success of the event's inception. The event is a two-day invitational race round Salt Spring with an overnight stop at Maple Bay. The key ingredient is that crewing is limited to single or double handing. When David Wood conceived the event last year it was to be strictly a single handed race; however we found that within SSISC there was considerable interest in the double handed concept. We therefore allowed both without distinction.

From the outset the Racing Group was conscious that the Club was still recovering from *Round Salt Spring*. We were determined to be self sufficient and to put on an event with a theme. We focused on "Good food, Good Sailing and Good Company". Roger Kibble was the driving force behind the advertising, notice of race and entry form while Norah McCloy, Ole Andersen, David Wood and your scribe attended to food, financials and event management.

By the time the dust of organization had cleared we had an event that provided two days of "purposeful sailing", three full meals and a light breakfast at two locations, free moorage for two nights, plus take home prizes. All this for \$100 double and \$65 single. Add the fact that you did not have to round up a six person knowledgeable crew to be competitive, and we had found, almost by accident, a winner.

By Friday afternoon the 7<sup>th</sup> July we had 36 boats registered. All but 4 were double handed. With a few extra friends and helpers we had about 80 participants. Roger aboard Electra was doing a sterling job of registration and collecting late fees, etc. Our duty Wharfinger assisted by Brian Zaph got 23 boats inside the breakwater. Suzanne Ambers, Norah McCloy and June Simmons were turning food into meals; Jim Ballantyne was setting up the bar. David, with two helpers was doing wonders with a mountain of salmon fillets while Ole Andersen and Keith Simpson on the breakwater were preparing impressive platters of marinated prawns and the BBQ to cook them on.

We had set out to make Friday evening a special welcoming event and with the weather's co-operation we achieved this in Spades. Prawns, a hosted bar and a spectacular setting is hard to beat but Keith then produced a dozen

cooked crab. Wow.

As breakwater festivities progressed, David with staff, had two BBQs on the go with tables and chairs for 80 set up on the lawn below the clubhouse. From the dockside BBQ came a full salmon dinner followed by strawberries and ice cream. With Jim Ballantyne and Derek Emmerson manning the bar it was a perfect setting for sailing talk and social interaction. There was no way anyone would be really fit for racing in the morning.

Saturday morning started with coffee and muffins in the clubhouse followed by race instructions. We had three starts with the higher rated boats going off first. Don Sharp talked down the starts on VHF from Ron Watsons boat *BLUE BAYOU*. Ron would follow us round and act as both finish line and safety boat.

It was soon after a good start the whole event started falling apart. By Second Sister the wind was going light and by Batt Rock it was non-existent. Not to worry it always comes up by noon doesn't it? Not this day it didn't. With a tide turning in Samsam Narrows and a welcoming committee plus full steak BBQ awaiting us at

Maple Bay Yacht Club we had no option but to abandon the race a little before 1400 and motor in.

At this point we should mention that MBYC has enthusiastically partnered SSISC in this event and will in fact run Vendee Salt Spring from Maple Bay next year. I.e., the start and finish will be at Maple Bay and the stop over will be at our Club. John Brooke, the dock master at MBYC was on hand as we arrived, more or less en-masse, which gave John a busy time. As most of you know MBYC is a lovely facility with a large lawn running down to the waters edge. This evening a large grill was set up on the lawn. Steaks and corn were in evidence as was a large keg of beer. Where do I pay for the beer I asked? The beer is on us; it's a MBYC tradition was the reply. What was already a lovely evening had just got even better. Most of us enjoyed our steak dinner on the clubhouse deck during which time yellow jerseys were awarded to the "first to quit" and to "the last to quit". It was a grand evening that made up for the lack of sailing and MBYC are to be congratulated.

*CONTD next page*

## VENDEE Contd

Sunday morning dawned with light rain and a flat calm, so much for the 0900 start. We elected to motor out to find the wind with Ron Watson and *BLUE BAYOU* leading the way and calling back the conditions. We were past Vesuvius and still no wind, a couple of boats from Vancouver Island Clubs saw little point in motoring to Ganges then motoring home and parted company. With the fleet approaching Grappler Rock Ron was able to report wind at Southy Point and looking good into Trincomali Channel. This was a considerable relief for your organizing committee. A start line was set between Southy Point Light and *BLUE BAYOU*. As a mass start appeared the only workable way of starting the race we elected to douse or roller in headsails until the starting horn. With a start line the best part of a third of a mile long who is going to hear the horn? No problem, Norah McCloy talked down the start on VHF while your scribe did a brief stint of single-handing.

It was a great race back to Ganges; the SouthEasterly wind had a few holes that caught most of us at different times. LUNA and TATLAYKO were always out in front but for the rest of us the leader changed frequently. There were quite a few smaller boats and they did outstandingly well in the conditions. The tide was flooding through Captain's Passage that caught a few boats although most stayed over to the Prevost shore. The SSISC contingent used local knowledge and stayed very close to the Salt Spring shore.

As the early boats arrived at the club it was evident that

### CLASS ONE, RTG 190 AND ABOVE

BOAT	SKIPPER	TYPE	RTG	CLUB	CORR'TD
WAVE REVIEW	JENKINS	HAIDA 26	241	TURKEY HEAD	4. 17. 32
DIVERSION	ELLIS	ERICSON32	224	NANIAMO YC	4.30.19
BOREAS	LOTT	T.BIRD	201	SCYC	4.32.44

### CLASS TWO, RTG 189 AND BELOW

BOAT	SKIPPER	TYPE	RTG	CLUB	CORR'TD
TATLAYKO	SLAKOV	MARTIN 24-1	164	SSISC	4. 15. 01
INTERIM	SERENIUS	ROSS 930	109	NANIAMO YC	4 30 15
TRACKS	ROBINSON	HOTFOOT31	128	ROYAL VIC YC	4 30 50

## ASSISTANCE PLEASE

In order to make Telltales as interesting reading as possible, your editors ask that you contribute material for publication.

Please send us announcements, pictures, boating related stories, comments, Letters to the Editor, articles on your favourite topic, and reports on club activities.

Leave material in the TellTales mailbox at the club or send to poiuytrewq@saltspring.com

Thank you

*Candace & Harold Brochmann*

## A HARD ACT TO FOLLOW

TellTales has new publishers this year.

After 9½ years – that's 95 issues plus a couple of yearbooks – Per and Lynetta Rasmussen have finally decided to retire. During this time they have produced what is surely the finest, club newsletter around.

Thank you... yours will be a hard act to follow.

David Wood's team were hard at work. David had agreed to make himself responsible for the Sunday BBQ.

On a less fortunate note we had not remembered to tell the duty wharfinger that 20 odd boats would be looking for a berth. Dave Spencer rose to the challenge and only about 4 boats were on the breakwater. Thank you Dave. Meanwhile Ron Watson and his pal Don Shiel were taking times as the fleet crossed the line, No easy task when you are not familiar with all the boats.

As ever, David and his team put on a great show and the sit down dinner, (it was far too grand to be called a BBQ), provided the backdrop for the prize giving. Yet again Jim and Derek did sterling work manning the bar. I am sure the lasting memory of this event will, for many, be the great heapings of berries with whipped cream and chocolate sauce.

Yes, there were results and I am pleased to say that the overall winner was our own Greg Slakov and TATLAYKO. One of only four single handers, Greg showed great form to win first overall, first div 2 and first single-handed. Below are the main winners.

Roger Kibble obtained both Pewter Mugs and Glass Mugs, which were engraved with the class and position. They also came with a credit to have the owner's name or boat name added for free. This was a very classy end to what by the many comments received had been a very classy event, even without the wind.

*Bob Jones, ALACRITY*

## CRAFTY CRUISERS

With September upon us, consider joining the *CRAFTY CRUISERS*. We ladies meet every Wednesday at 10:00 in the clubhouse and share skills, company, tales, coffee and enjoyment.

TellTales is published the second Tuesday of each month, September - June. The deadline for submissions is the previous Friday. Next deadline for submissions is October 6, 2006.

A full-colour PDF version of TellTales is available on the club website: <http://www.saltspingsailing.ca/>

## WHO IS THAT?

Our club has around 200 memberships, representing close to 400 faces! Unfortunately I, for one, don't know them all by name!

Here are some of our long-term members.....



Joephine Booker



Norm Dinsmore



Gary Morrison



Peter Toby

... And here are some members who joined more recently.

The next time you run into these people on the docks you can greet them by name !

## THE JUNIOR SAILING PROGRAM

This year's Summer Sailing Program had 100 students enrolled in four different programs.

*Opti* is an introduction to sailing for new sailors, generally ages 8 - 11 which includes rigging, water safety and being comfortable around the water.

*White Sail* is a CYA based learn to sail program with three different fun and exciting levels which focus on all aspects of basic sailing, including docking, points of sail, wind direction and boat handling. Ages range is 11 - 16... A fun, but rambunctious age!

After *White Sail*, students move on to *Bronze Sail* which includes advanced sailing skills such as roll taking, spinnaker, trapeze and sail theory. *Bronze Sail* has two levels and is a great course for anyone who wants to refine their skills.

The last level we offer is *Silver Sail* which covers basic racing skills including racing rules, advanced sail theory, flags, starts and mark rounding.

There was also an adult course for those who wanted to learn to sail the club dinghies; but due to lack of commitment and interest this course will probably not run next year.

Our old lasers are holding up well with many thanks to Tony Meek who does regular maintenance and upkeep to keep them afloat. The 420s are working out great and have proven to be fantastic training boats for all levels of sailing.

*John Wellingham*



The Lasers returning to port after another successful session.



Instructors Stuart Dahlgren, Heather Meek, Jesse Johnston-Hill, Jessica Letour and Dom Boudreau hamming it up.

## CALENDAR

### SEPTEMBER

5	Tue	19:00	Board Meeting
10	Sun	10:00	Race - Montague Harbour
24	Sun	10:00	Race - Single-handed
24	Sun	18:00	<b>BBQ at Clubhouse</b>
26	Tue	19:30	<b>General Meeting</b>

### OCTOBER

1	Sun	12:00	Race - Captain Passage
3	Tue	19:30	Board Meeting
6	Fri	17:00	Start 3-day race/cruise
14	Sat	10:00	Race - Channel Isles #3
17	Tue	19:00	Octoberfest
22	Sun	10:00	Jack Langdon Tropy Race



## A HANDSOME LIFERING

... in a weatherproof container has been donated to the club by Jim and Sandy Ballantyne.

John Myers provided the professional grade stenciling.

Thanks people!

# A FOUL TALE

By  
Hugh & Sylvia Greenwood

On June 9<sup>th</sup> we put on an entertainment for a small number of boats anchored in Winter Cove on Saturna Island. It was a lovely morning with a few clouds and a nice wind for our proposed sail to Bedwell Harbour on South Pender Island. We hadn't planned to be entertaining, but luck decreed that all those present got to watch us try to free up a fouled anchor. It was a pleasant morning but a foul exercise.

Here's how our morning developed.

When the time came to leave Winter Cove Hugh went forward on ALMUCANTAR, our Reliance 37, to shorten up the scope a bit before starting the engine. This has always been our standard routine, as we anchor with all chain and have done so ever since our two years offshore in Mexico and French Polynesia. There was thirty feet of water at high tide and we had laid out ninety feet of chain to our 44-lb Bruce anchor. Winched up about 2 meters of chain and felt it stop solidly. Vertical. No give at all.

We started the engine and tried maneuvering about to get it free. Pulled this way and that way, tried reversing, but every time the chain bought us up short, with the boat plunging and bucking as it snubbed. UGH! Time for a new tactic. Put the manual Simson Lawrence windlass in low gear and start to crank. UGH again! The bow was pulled down but the chain stuck hard.

Our offshore time has put us in the habit of buoying our anchor both to help recover a fouled anchor and also to serve as a marker to ward off boats arriving late to the anchorage. Hugh got in the dinghy and rowed over to the anchor buoy while people began to pop up and watch the fun. Manually lifting the anchor and a few feet of chain, he inched over toward ALMUCANTAR and threw the recovery line to Sylvia. On the boat again, we put a rolling hitch on the recovery line to secure it and led the line through the bow fairlead, through a turning snatch-block, and back to the spinnaker winch at the mast. Now, with some mechanical advantage the anchor and chain came up and on board, leaving us with a loop of chain going down from the bow to the 'object' and back up again to the bow. We hoped that now we might move the boat around enough to get free, but no such luck!

Hoping to get free eventually, we prepared our spare anchor, a 22-lb Danforth, and some chain and a good length of spare anchor rode and put the chain in a bucket over the stern rail on the transom, with the anchor clove-hitched to the pushpit and the rode ready to run. This was a trick we learned while on a charter holiday in what used to be Yugoslavia. When the anchor is dropped astern, the chain feeds noisily out of the bucket but never touches the transom, and the rode streams out under control.

Rather than call for a diver, we unshackled the anchor from the chain and put the anchor-less chain back in the water. Again we moved around, back and forth, forth and back, but not now coming up as short as before. Finally we could see some movement and with continuous gentle engine power the chain slowly pulled out from the 'immovable object'. We then set the spare anchor, and lying quietly by the stern we re-shackled the anchor, put it over the bow, retrieved the spare anchor and re-anchored with the Bruce.

Altogether a satisfactory outcome to what might have been a miserable experience.

Although we used up most of the morning, some things went right. For example an anchor buoy can be a lifesaver. Without the recovery line we could never have got the anchor on board, unshackled it, and pulled free. We also found for about the hundredth time that the rolling hitch is one of the most versatile knots. You can always put a rolling hitch on a stressed or loaded line, take the load on the new line to unload the original, and deal with a de-tensioned line in an unhurried way. And finally, although almost everyone knows it is a good idea to have a spare anchor and rode, not everyone has their spare in a place where it is easy to deploy. The chain-in-bucket trick is also a useful one, as it avoids scarring up the topsides when putting out an anchor over the stern.

It may be useful to the reader to know where this immovable object is located so that it might be avoided. The water was murky, so we could not see the 'thing', but it gave a very metallic sound as our chain struggled to get free. Perhaps it is a piece of logging machinery, a discarded engine block, or a large safe full of money. Whatever it is, it does not move.

We took compass bearings to several shore points, and noted the GPS coordinates when the chain went straight down to the 'object' so the 'thing' should be possible to avoid. Here are the critical bearings and coordinates to put on your chart and in your log book.

GPS N 48 deg 48.603 min

W 123 deg 11.580 min

Shore bearings (Magnetic bearings)

Stone jetty of marine park 090 deg M

Middle of Boat Passage 016 deg M

South shore of Samuel Island 284 deg M

Sea end of WCYC pier 196 deg M

The object plots right on the 2.0 meter contour as shown on Chart 3313 Gulf Islands, page 12, scale 1:15,000.

In order to stay clear one should stay SW of a line joining the SW shore of Samuel Island and the park jetty, and NW of a line joining the middle of Boat Passage and the end of the WCYC dock. Refer to the sketch map for a general position.

GOOD LUCK, and keep your eyes open.

