

TellTales

Volume 32 • Number 7 • September 2013



Calendar

September

S	M	T	W	T	F	S
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					

- 3rd 1900 Board Meeting
- 8th 1030 Montague Harbour Race
- 8th 1900 Jeanne Socrates Talk
- 22nd 1000 Bas Cobanli Trophy Race
- 24th 1900 Special General Meeting
- 28th-29th Fall Cruise-Montague Hbr
- 29th 1800 Annual Salmon BBQ

October 2013

S	M	T	W	T	F	S
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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 1900 Board Meeting
- 6th 1030 Captain Passage Race
- 18th 1700 Oktoberfest Pub Night
- 20th 1030 Jack Langdon Trophy Race

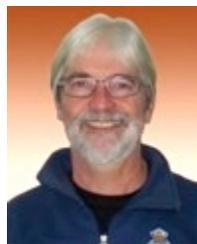
Coming up: Fall Work Party
Saturday, November 2nd



Circumnavigator Jeanne Socrates, a celebrity among blue water sailors after her 25,000 mile adventure, tied Nereida at the SISC dock this month and put on a presentation at the clubhouse. More on page 5.

Commodore's Report

by Eric van Soeren



The summer is now almost over and I hope you all had a good time on the water, either cruising, racing or just puttering about.

Thank you to all the club members that contributed their time during the summer finishing the most recent new fingers, acting as Duty Wharfingers, organizing cruises and races, helping with the Junior Program and Sailing School, and most recently organizing the talk at the Club by **Jeanne Socrates**, the oldest woman to sail around the world singlehanded, non stop and unassisted.

A great deal was accomplished over the summer months thanks to the help of our dedicated volunteers. Reports on many of these activities will appear later in *TellTales*.

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NOTICE

Salt Spring Island Sailing Club Special General Meeting Tuesday • Sept 24, 2013 • 1900 hrs

To be held at:
Lions Club of Salt Spring Island
103 Bonnet Avenue

Agenda:

Call to Order by Commodore Eric van Soeren at 1900 hours, and confirmation of a quorum

1. Adoption of the Agenda
2. Commodore's Remarks
3. Minutes of Special General Meeting June 18, 2013
4. Treasurer's Report: *Norbert Schlenker*
5. Officers' Reports:
 - a. Vice Commodore – *Patrick Beattie*
 - b. Rear Commodore – *Bob Jones*
 - c. Fleet Captain Racing – *Mark Strongman*
 - d. Fleet Captain Dinghy – *Jan Fellenius*
 - e. Fleet Captain Cruising – *Susannah Devitt*
 - f. Wharfinger – *Don Rose*
 - g. Staff Captain – *Lynn Clark*
 - h. Secretary – *Peter Howell*
 - i. Communications Director – *Silk Questo*
 - j. Past Commodore – *Derek Castle*
6. New Business
 - a. Presentation of the results of the parking and moorage surveys.
 - b. Discussion of plans to improve parking on the clubhouse grounds.
 - c. Proposal to change the way moorage is charged.
7. Adjournment



Commodore's Report

continued from page 1

We had a General Meeting in June which had some lively discussion about moorage fee options and our ongoing parking issues. There were 35 members at that meeting, and it was clear that there were some strong feelings on the issues.

However, we have close to 200 regular and associate members, and in order to be sure we were hearing from not just a small percentage of members I thought it was important to survey everyone that was interested. Boy did that work!

We had 132 responses to the parking survey, and 147 responses to the moorage survey. I also received written submissions from over 20 members that dealt with a broader range of issues.

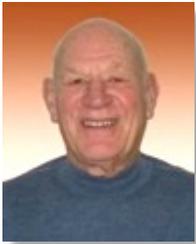
There were strong feelings expressed, and some diametrically opposed views, but also a lot of general agreement on important principles. The results of the surveys will be presented at the upcoming **Special General Meeting on Tuesday September 24th**. I hope you will all try to come to that meeting. After all, the world, including our Club, is run by people that come to meetings.

I look forward to seeing you all soon, and hearing about your summer adventures. ■

ABOVE: Our successful Sailing School and Junior Program are just two of the great Club accomplishments this summer that were made possible through the efforts of our volunteers.

Rear Commodore's Report

by Bob Jones



There is not much to report this month. There have been no structural activities since the completion of phase two of the finger project.

As the lumber in the phase one units dry out the blocks under the tie rails are becoming slack. **Peter Toby** has been active with drill and spikes securing the blocks. This will be a major activity at the **Fall Work Party**.

It will be necessary about a year from now to remove the lower skirt boards and tighten all the fastenings. All the old fingers were either given away to Club members or sold to non-members. All were disposed of and \$4,000.00 was raised in the process.

The wait list for moorage is for 40' vessels and above while 30' slips remain vacant. Since this appears to be a trend, it may be possible, at minimal cost, to take the opportunity in phase three of our finger project to accommodate a couple of additional larger vessels within our configuration.

I propose extending slips 45 and 47 on C Dock from 37' to 42', replacing the old 4' finger with a 6' finger and extending it beyond the piling (which will not be re-positioned). I am hopeful that this will allow a general repositioning of vessels to allow two of the wait list to be accommodated. Both myself and our Wharfinger **Don Rose** would appreciate any comments on this proposal. This will be one of the first fingers to be completed in the Spring of 2014.

Currently two dock lights are out at the end of B Dock. I have advised Dave Abley of Island Electric as the fault is most likely in the photo-electric sensor controlling this circuit. These sensors have proved unreliable in the past.

While the finger replacement project remains on or slightly under budget, the normal budget for ongoing marina maintenance has been exceeded. This is a result of the corrective measures required to repair the combined tie rail and wave attenuator structure attached to the north end of F Dock.

These measures are 50 percent complete and 75 percent of the required materials have been purchased. On completion in 2014 these corrective measures should be good for at least 15 years.

We have also purchased rollers to mitigate wear on the new pilings at B Dock. We are waiting to batch the metal parts with other galvanizing requirements before installation can be made.

An inspection of all the new piling shows no one set of piles are taking more pressure than others. This would suggest that the new section of the marina continues to be well integrated with the original section of the marina.

There is still work to do regarding the proper support of power cables at the junction of C and F Docks. This together with the need to replace the bridges between C and F Docks and between two sections of F Dock have been put into the 2014 budget. ■

FALL WORK PARTY!

Saturday
Nov 2nd
0830 hrs

Please check the work list
in the clubhouse lobby to
sign up!



Vice Commodore's Report

by Patrick Beattie



The House and Grounds Committee will be meeting soon to discuss the Fall Clean-up and Work Party, as well as other matters. I would like to thank Richard Stevenson and his crew for the upkeep of the riparian area.

the Club. The plan is to create a traffic flow system to help out. I will review the results of the member parking survey at the next General Meeting.

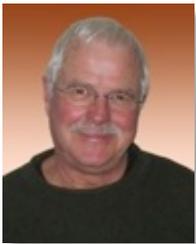
We will be putting up new signage at the launch ramp reminding people that the ramp is for use of SISC members and is not open to the public.

We will continue to look for low- or no cost alternatives for improving and increasing parking at

See you at the September General Meeting being held at the Lions Hall. ■

Wharfinger's Report

by Don Rose



A lovely sunny, warm summer draws to a close as I write this. Looking back over the season, I would like to take this opportunity to thank all the men and women who signed on to be Duty Wharfingers. I hope you enjoyed your stint and perhaps met some good-hearted reciprocals. The reciprocal visits are down a bit compared to last year and I understand paying visitors are down in numbers at some of the commercial venues.

The Club has available moorage slips for boats 30

feet and under while we have a waiting list for larger slips. This seems to fit with a recent article in *Pacific Yachting* concerning the general movement toward larger boats.

I am noting an increase in otter feces on the docks. They tend to revisit the same spots, so hosing off the docks helps and if they make a mess on your tie lines a little bleach for 30 seconds sprayed right on the lines seems to help.

Please begin to think about what, if any, power use you will need this winter and adjust before I measure consumption early in November. ■

Salmon Barbecue!

Sunday, Sept 29th • 1800 hours

Tickets \$18 @ ArtSpring

Limited seating – tickets available now



Staff Captain's Report

by Lynn Clark



In this summer of steady heat and sunshine a hardworking couple who did not often get away from the Club were **Jan Fellenius and Nelly Tom Kee**, busy with the Sailing School. A sincere thank you to Nelly for the very thorough clean-up of the Club

kitchen which saw hard use by the burgeoning number of young sailors.

Maggie Snee also stepped forward with generous help. In my absence she and **Jill Sydneysmith** organized coffee and goodies for the evening presentation by **Jeanne Socrates** on Sunday September 8th.

Jeanne has sailed around the world three times, this last time unassisted in her 38 foot boat, *Nereida*. Can you imagine going to bed under two duvets in all your salty clothes in the cold southern ocean? Many of the 70-80 attendees reported Jeanne's talk to be entrancing, and were particularly fascinated by how she solved problems. A significant donation was collected by **Jennifer Healey** and presented to Jeanne to contribute to her costly equipment repairs.

The **Annual Salmon BBQ** is coming soon on September 29th. In addition to **Roger Kibble's** delicious marinade for the salmon, a special thing to look forward at this year's BBQ will be homemade pastry pies – a little team will be making Nectarine, Plum and Apple Galettes for your dessert. Tickets at \$18 per person can be purchased in person or by phoning **ArtSpring** from Monday September 16th to Friday September 27th at 4 pm. Our strict limit is 65 members, so please do get your tickets early.

Your Social Events Committee is working on some great ideas for the **Commodore's Banquet** on November 16th at Harbour House.



If you took photos of your boating excursions this summer, we'd like to include them in a slide presentation to be shown during the appetizers part of the evening. And this is only the start of several 'ooh aah' ideas for a wonderful evening. Please email your best slides to staff_captain@saltspingsailing.ca and you too, will see yourself on the big screen. ■

JEANNE SOCRATES TALK: (Top) Jeanne's presented a fascinating slide show for the audience; (Above) Nereida tied up at our docks after Jeanne's seven-month circumnavigation.

Channels

by Silk Questo, *Communications Director*



Thank you to the many club members who offered their opinions in our two surveys over the summer. The response rate was very high, and a rough calculation shows that 35-40% of all individuals eligible to respond (up to two unique responses per member household) did so.

While it's not possible to confirm how many member households this represents, since the surveys were anonymous, it is reasonably safe to conclude that the opinions of more than half the membership are represented.

The results will be presented at the September 24th Special General Meeting (apologies in advance for my absence, as I'll be out of the country). However, I'd like to share a bit of information on the purpose, design and process of the surveys themselves.

As a member-driven organization that runs on volunteerism and consensus, our Club depends on an actively engaged membership. This is true when it comes to work, to play, and to management and decisionmaking.

Our marina renovation was an excellent example. A strong majority of members voted to go forward with the project, a large and dedicated group of volunteers made it happen cost-effectively, and a majority of our members now enjoy the benefits as marina moorage users. This set a high standard for member engagement, and for the communications needed to support that involvement.

Communication means both informing members through all the (affordable) channels at our disposal – *TellTales*, email blasts, website, yearbook and bulletin boards – and giving members channels to voice their own views, ideas and feedback. General Meetings are one important way to provide that opportunity, but typically they

are not attended by a majority of members – in fact, our clubhouse is not able to accommodate even half of our current membership.

Easy-to-use online surveys are another way to solicit feedback, and the success of our “test” survey on communications this past spring suggested that this tool could be very valuable in gathering member opinions on important issues, to guide board planning and policies.



However, *these surveys are not referenda*. Members still need to personally attend meetings and vote on certain kinds of issues, particularly those involving money, according to our by-laws.

That, in a nutshell, is what the parking and moorage fee surveys were about, and now the membership will have a chance to discuss and vote on the resulting proposals at the next General Meeting.

No system is perfect, but this approach was designed to help the board develop proposals that best reflect member opinion, within the bounds of the management and fiscal responsibilities the board is required to meet.

I hope this process does prove its value, and I look forward to continual improvement in our communication channels. The objective is to promote conversations that build involvement and consensus – and everyone's voice counts. Thanks again for your participation. ■

Cruising Report

by Susannah Devitt, *Fleet Captain Cruising*



I personally would like to thank your hosts for the summer Club cruises. Please enjoy their personal write ups in this issue.

A July cruise was arranged by **Keith Simpson and Jody Hawley**, who sailed *Soul Thyme*

to Princess Louisa Inlet. **Tony Burridge** went along for the experience on *Nordic Puffin*. **John and Diane Lugsdin** made an anti-clockwise circumnavigation around Vancouver Island aboard *Magenta*, with **Maggie Snee** joining them on *Chariot*. The Lugsdins also organized a rendezvous in the Broughtons attended by **the Laidlaws and the Shantzes**.

The Open Boat Cruise in August was planned by **Rob Denny and Casey de Jong**. You'll find a write up with photos of their adventures in this issue. A number of other members joined up for buddy cruises as well, including Desolation Sound destinations. Write ups and photos are shared on the following pages.

The next cruise is coming up soon. The Fall Cruise will be hosted by Scott Chapman and **Tanya Van Ginkel** on Sept 28th and 29th. The destination is Montague Harbour, and they have some fun activities planned. Contact the [Fleet Captain Cruising](#) for more details.

If you've visited any reciprocal clubs over the summer, we would love to get feedback on your experience by the 20th of September so we can plan next year's reciprocal arrangements.

I hope your summer on the water was memorable and fun. ■

Oktoberfest

PUB NIGHT



Friday • October 18th • 1700 hrs • at the clubhouse

Fall Sale!



You never know what kind of bargains you'll see when Louise starts slashing prices!

Shop open at the Salmon BBQ!



Cruising Round Van Isle the “Wrong Way”

by John and Diane Lugsdin

Whether for reason of going outside the shelter of Vancouver Island (and at that going against the ‘clockwise about’ conventional wisdom), or due to busy lives with other plans, there were but two boats from SISC that made the trip. *Chariot*, with Maggie Snee advancing her skills in prep for oceans beyond the horizon, and *Magena*, doing what she was designed to do, with Captain John seeking adventure and Mate Diane nursing a tad of anxiety, this being her first open ocean sailing.

Chariot had Melva as additional crew as far as Ucluelet. From there, Maggie was on her own for the remainder of the trip and despite being a touch anxious to finally get around Cape Scott, she handled the trip marvellously adding HF originated ‘grib’ files to our weather ponderings.

Aside from some mechanical issues (boats will be boats), three or four days of layover waiting out gale force winds (two in Columbia Cove awaiting transit of Brooks Peninsula, the windiest area for certain), plus both boats grounding off the main public marina in Tofino (not a nice place for sailboats!), the voyage was essentially straightforward.

We spent as much time in each of the five main Sounds (going north: Barkley, Clayoquot, Nootka, Kyuquot and Quatsino) as the schedule permitted. We also enjoyed a couple of days in Hesquiat Harbour, anchored in Boat Basin, and toured Cougar Annie’s Garden with Peter (visit boatbasin.org). Our blue water ports also included night in Klaskish Inlet, with its stunning entry to the final anchorage, the nights in Columbia Cove on the south side of Brooks Peninsula waiting out storms, plus one night in Sea Otter Cove (shallow but no problem) prior to rounding Cape Scott. *continued on page 9*



ABOVE: (From top) Maggie looking out over *Chariot* and *Magena* anchored in Friendly Cove from the lighthouse; Rounding Estevan Point; Who says the beaches are better in the Caribbean – looking south towards the Bunsby Islands; Yes, we’ve cleared Solander Island off Brooks Peninsula!
LEFT: Life is especially great once you get to Sointula!

Cruising Round Van Isle

continued from page 8

For the most part, dealing with the transit from Sound to Sound was principally a starboard tack out into open ocean and a port tack back

in to our destination while never being particularly far from land. The worst passage was that from Ucluelet to Tofino on a nasty cold rainy/foggy day with a very confused sea state. We had a touch of sea sickness on board that day but all stayed in place during each of the other passages. While the weather started off being less than pleasant upon leaving Sooke, midway through Clayoquot Sound the warm weather caught up to us and it was mostly pleasant thereafter, despite some high winds south of Brooks Peninsula.

Our favourite anchorage was Bacchante Bay in northern Clayoquot Sound, a beautiful anchorage with totally untouched surrounding watershed. There was some strenuous hiking to fabulous beaches with many, many more activities and sights to take in on subsequent trips. There is simply so much to do and see that our four week passage seemed too short.

Rounding Cape Scott was uneventful as the weather was fair with light winds (NW) and sunny. Unfortunately, the wind died long before

reaching the Nawitti Bar and Bull Harbour on Hope Island. The next day brought us into Port McNeill and the calm but relatively busy side of Vancouver Island.

After some days of relaxing and feasting on Broughtons seafood (crab and prawns), plus the fun of meeting up with SISC boats for the SISC Broughton Rendezvous at Shawl Bay, the ride home was downhill all the way. A tailwind carried us down Johnston Strait on the two day passage from Shawl Bay to Heriot Bay on Quadra Island. We then had two days with a beautiful tail wind via Lasqueti Island to the welcoming arms of Ganges Harbour and home.

All in all, a wonderful trip highly recommended to those who have not ventured in that direction. Beautiful, wild, fascinating and adventuresome! ■



ABOVE: (From top) Happy rendezvous at Shawl Bay Marina; The SISC fleet; Kim and Karen Laidlaw celebrate; John and Diane Lugsdin explore the bush. LEFT: A mouthwatering prawns and crab feast aboard Magena.

The Open Boat Cruise

by Casey deJong

The protected waters and coves of the Gulf Islands seem ideal for exploration with small, shallow draft open boats. And there is something intimate, elemental to be experienced when one does not have at hand an engine, or a 5,000 pound keel. When the water is mere inches away and we are, in the words of Martin Herbert, “only one mistake away from capsizing”.

So off we went, Tuesday, August 20th, into brilliant sunshine and a perfect SE breeze. There were six boats in all. **Rob Denny** was in his homebuilt 12 foot Enterprise, loaded with camping gear as ballast. **Martin Herbert** sailed his homebuilt Duck boat with the modified windsurfer rig. Newcomer to the Island and guest **Dave Elderton** piloted a sailing canoe equipped with an outrigger and a Tazer rig. Guest **Dan Hartney** was in Casey deJong’s 17 foot Jersey Skiff. Keeping an eye on things and along as mother ships were **Estelle and Alan Brooke** in their C&C 29, **Tonic**, and **Kathleen and Casey deJong** in their Beneteau 34, **Kindheart**. Rounding out the deJong’s crew was **Loretta Hartney**.

Immediately the small boats thumbed their noses at the mother ships by taking a shortcut through the shallow waters around the Sisters Islands before the little fleet headed for Montague Harbour for the first night.

Rob and Dave slept in tents ashore. Martin, amazingly, slept in his tiny boat. The rest of us kept to the relative luxury of the mother ships. A highlight of the trip was the communal appetizer hour every day at 1600, when we met at a picnic table and shared one another’s creations.

Wednesday began with morning coffee aboard *Tonic*. Affable Alan acted as waiter in his 29 foot bistro, while Estelle brewed French style coffee and lattes in her galley.

We tacked into an initially stiff, but ultimately fickle N.W. breeze on our way to Conover Cove. The advantage of a small boat was apparent here. There was plenty of camping room but *Tonic* and *Kindheart* were shoehorned in and stern tied.

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FROM TOP: A delightful gathering of open boats; Martin Herbert rows his boat cum bed; Rob Denny pulls at the oars of his homebuilt Enterprise; mother ship Tonic anchored in calm waters.

Desolation Discovery

by Victoria Skinner with Dennis Fortin

Owning a boat is a new experience for me. I felt uncomfortable being out on the boat for more than 2-3 days at a time. When **Michael and Lynn Clark** asked us to accompany them to Desolation Sound, it took me 10 seconds to say yes. Desolation Sound, sounds so exotic. Isn't that where every boater on the west coast wants to go?



We sailed as far as the Octopus Islands with the Clarks, enjoying fabulous weather every day. We ate blackberry pie, cooked on a BBQ at the Texada Boat Club. We hiked at Smugglers, swam at the Copeland Islands and Cassell Lake at Teakerne Arm. We explored the tidal pools, hiked and rode the rapids at Von Donop Inlet.



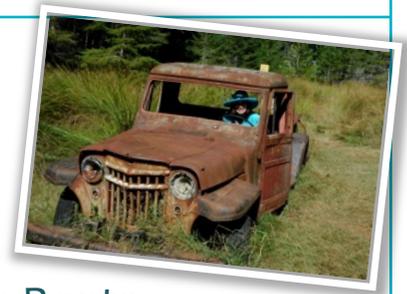
The Clarks sailed farther north while we went south and met up with **Beven and Debbie Wrate** at Comox. We enjoyed the company of their

very hospitable family who live there. From Comox we slowly made our way home together. We stopped at Newcastle Island and at the Dingy Dock Pub we came in second in the Music Trivia Night.

Will I go again on an extended holiday on our boat? You bet I will. ■



FROM TOP: Sunset in the Copeland Islands; Smuggler's Cove; Michael & Lynn Clark with Pepper hiking Teakerne Arm.



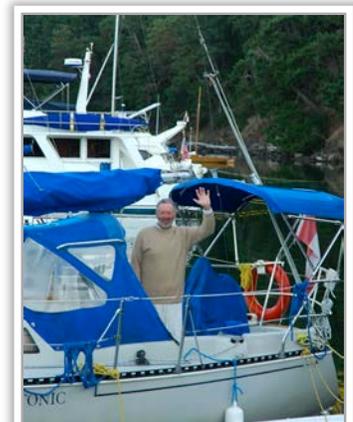
Open Boats

continued from page 10

Thursday we stayed put and explored Wallace Island on foot. A sign in the campground announces that the excellent walking trails are "maintained by the Wallace Island Automobile Club". We did come across one motor vehicle sitting derelict in a meadow of tall grass.

More appies, and yet more appies were enjoyed. So much and so many that Dan Hartney, who is known to enjoy his food, was happy to skip his supper along with the rest of the groaning crew.

We were homeward bound Friday, into a now freshening SE wind. The fleet scattered somewhat, causing a little concern on the part of the mother hens, er, ships. But everyone came home to the club healthy, happy, and undamaged. There was even a little rescue of sorts, but that is a tale for another day. ■



International One Metre Report

by Martin Herbert, IOM #99

We have had some great days at Sunset Pond this summer with quite often five or six boats on the start line. I finally broke down and built a rescue/mark set boat one weekend, so now we have *Tadpole* to pluck hapless boats out of the weed beds. I had always wanted to learn how to



scull so *Tadpole* is built with limited propulsion options (learn or go in circles). One result is that those who were prone to weed snagging are now very careful, fear of the sculling factor perhaps.

Only two major events left this season for the small boat sailors: training camp at Cowichan Lake and then the



Western Canadian Championships on Hornby Island in October. The training camp is held in a park just past the village of Lake Cowichan where a wooden boardwalk runs parallel to the prevailing

wind. Last year this was such fun that we ended up going two weeks in a row. Conditions were ideal, with wind from after breakfast until supper time. Campfire tales followed a group dinner. It's the best cruising you can have in a 39.25-inch-long boat.

The Hornby Regatta is also great fun with wonderful accom-modations right at the site. The entry fee is a mighty five dollars and is used to tip the rescue boat operator. All meals are provided by the dive lodge where we stay and are first rate. This year **Ole Anderson** and I are going and perhaps a few other Saltspringers will join us. Last year it was a Worlds Qualifier so we had some US boats, this year it runs at the same time as the Worlds in Israel so the really fast US boats will be far away.

This winter there will be a building program with at least two new boats being constructed. It might be time to join the hottest racing fleet around and build your new rocket or pick up a fast secondhand boat. Building these boats within the rules and striving for maximum speed is almost as much fun as racing them. Doing the work yourself makes them very affordable yachts. ■

Blue Skies for Saltspring Vendee 2013

Although it feels like ages since this year's Vendee, this photo, captured by **Kait Brunt**, will make you feel that warm sun of July on your back all over again. This year's race started with a nice breeze, but turned calm later on. No matter, the food and the company are always great in any weather. ■



Dinghy Fleet Report

by Jan Fellenius, *Fleet Captain Dinghy*



Summer Sailing School

We had a busy spring and summer coordinating and organizing the summer school activities. Five instructors and five young volunteers providing lessons for 97 students this year.

The maintenance efforts for the chase boats and the dinghies in the fall and winter has been paid off tremendously. Thanks to club volunteers such as **Rob Denny, Phillippe Erdmer, and Sam Sydneysmith**, and to **Nick at Mid Isle Marine** and **Dave Betts**. Thanks to **Gail and Louise** for all your help!

Our preparation efforts in the fall such as stocking supplies, cleaning, inventory the stocks and organizing the junior room have provided a well organized environment for instructors and students.

Most importantly, the focus this year has been safety. We have had 50 incidents reported, instructors are directed to log all incidents that are related to safety issues. We had a number of minor injuries, with proper follow-up procedures, parents are very pleased with our attention to safety and our standard of teaching.

Jan and I had the pleasure of meeting a lot of the students, junior members, parents and volunteers. When I look out from our balcony, watching the little sails across the harbour, knowing that we have contributed a very small part in the process, my heart warms up.

Sincere thanks to the committee, volunteers, instructors: **Kait, Leh, Hannah, Haley and Noah**, and to the junior members for your contribution throughout the year. It was a very meaningful summer for us. — *Nelly Tom-Kee, Sailing School Coordinator*

Junior Race Team

Our juniors have take home 1st and 2nd prizes in all three categories at the Maple Bay Regatta: Opti, 420 and Lasers. Congratulations to **Greg Slakov and Martin Herbert** and our instructors. ■



Saskia – A Racing Classic

by Martin Herbert

Many older members will remember *Erin*, **Peter McMillan's** beautiful 6 Metre. I remember my father talking about her and have had heard many stories from Islanders that crewed on this amazing boat while Peter campaigned her in club races. *Erin*, now called *Saskia*, was built in Scotland in the 1930s by the illustrious William Fife, a famous builder and designer. Some years ago **Mark Wallace**, Saltspring's master shipwright, restored *Saskia* for Swiss owner Rainer Muller, a collector of classic 6 Metres.

Mark was our connection to be invited aboard the boat, truly a dream come true for me, and Rainer kindly worked the middle of the boat so that I could helm. Mark worked the mainsheet and running backstays and **Greg Slakov** rounded out the Saltspring contingent ably working the foredeck. Local **Johanne Berube** was in the pit, hauling the halyards, tailing and generally making sure that everything ran smoothly.

The first race was in light and fluky wind which was a blessing as I was learning how to manoeuvre this four ton 37-footer. Everything was pretty chaotic and the short windward leeward courses had us hoisting and lowering the spinnaker three times in each race. The wind died out as we were rounding the lee mark and the tide swept us helplessly onto the mark. Then the wind came in from the west and built to a solid 15 knots at the weather mark and we had three fabulous races, getting better with each one and moving up the score board. Sunshine, good wind and English Bay, as close to heaven as you can get, if you are not on Saltspring.

Donny and Annabelle Martin hosted the fleet to dinner that night but by 8:30 the very tired sailors were beating a hasty retreat for bed. During dinner I did the rounds and got advice from crews and skippers and made a list of things to do to get us going better the next day. Everyone was very friendly and willing to help out the newcomer .

My starts, however, got progressively worse and so we had to battle back from last off the line all day. My crew were great and gave me the power to move through the fleet to the heels of the top boats, so we got a taste of what it would be like to be "in the game". But really the true joy was to just be sailing a boat that had been made to go FAST, no compromise, and had been doing it for 80 years. Actually the highlight for me was sailing it back into the RVYC, dropping the main and coasting into the slip, Greg stepping off the bow painter in hand, as the last of the way came off her. I felt that I had rubbed shoulders with a wealth of sailors and their skill had somehow transferred through to me.

On the scoreboard side of things we ended up on the podium, second in the classic class. We just squeaked ahead of David Williams, a medalist at the Sydney Olympics. The other classic was sailed by **Eric Jespersen**, who I think has won the Round Saltspring in a 6 Metre. On the weekend we were ahead of him for about 16 seconds, just after the start of the first race. We needed binoculars to see him after that. Now there is a sailor! ■



PHOTOS: MARTIN HERBERT

Parting Shots

This landmark pub scarcely needs a description, but after a summer off, I thought I'd get you back into the guessing game with an easy mystery photo. Many a club member has rowed or putted their *dinghy* to the *dock* of this floating Vancouver Island *pub* for a pint or two. Let's see lots of correct entries for this one! For a special prize from Louise's Club gear stash, where are we? Send your entry to: telltales@saltspringsailing.ca



Editor's Log

Welcome back from wherever the wind took you over the summer. Special thanks to all the intrepid cruisers who sent their wonderful tales and photos in to TellTales to share their experiences with other members. I hope every one of you got your licks in, with one of the sunniest summers in memory.

Until, that is, we turned south from Heriot Bay at the end of August and got a face full of 25 knot winds for two days as we slammed our way home. Call it Act 1 of the week's weather show. As a reward, though, we were treated to Act 2: a spectacular double rainbow that touched the horizon over Henry Bay anchorage in a full arc and lasted for half an hour. Meantime, nature treated us to Act 3: an equally spectacular sunset on the western shore of Baynes channel over Comox that painted the sky orange, pink and black. For an after-dark finale, we watched a stupendous thunder-and-lightning storm flash and flare across the northeast quadrant of the sky for hours.

What a place we live and sail in! Beautiful beyond words.

Though we'll be away for a few weeks and will miss the September fun, I look forward to seeing everyone as our club's fall social season gets into the swing.

Silk Questo

Editor | telltales@saltspringsailing.ca



Pets at sea ...



Since I have no winner to announce after our summer hiatus, I had to share my favourite photo of our sailing summer – our two bored cats on a rainy day at the dock, wishing for an adventure. Or at least a mouse.



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www.saltspringsailing.ca

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