



SALTSRING ISLAND SAILING CLUB

TellTales

VOLUME 20 • NUMBER 9 • NOVEMBER 2001

Leo Aptekmann
waiting for more
'stuff' to burn;
Deck planking crew
Don Wagner,
Lorne Shantz and
Jim Spencer;
Tony 'the Reaper'
Brogan in action



Commodore's report

I neglected to mention in last month's report that the pictures of happy members enjoying the salmon feast were in a large part the result of Ed Shaske's angling abilities. Ed contributed nine lovely salmon to the barbecue. Thank you Ed for your contribution, the second year in a row!

Another contributor to the well being of the club is Chris Lohmann. Chris very kindly has made ten sail bags for the Junior sailing program, one for each Laser. These bags contain the sails and other equipment for each boat and go a long way toward maintaining the various pieces of gear in order. Thank you Chris. I would also like to thank Lawrie Neish for once again volunteering to do the engraving on the many club awards being presented this year.

We have purchased a large portable, stainless steel, weather resistant BBQ for club use. The number of times the club requires a BBQ seems to be increasing

Continued on page 2...

Junior Racing Team fundraiser

Our Junior Racing Team invites you to a presentation by sailor and author Liza Copeland on Friday, November 16th at the Sailing Club. The proceeds will go toward much needed equipment for the young Laser sailors.

Liza will talk of the Copeland's travels crossing the Pacific. Her book, *Comfortable Cruising*, will be available for sale and a percentage of these proceeds will also go to the team. The \$10 tickets will be pre-sold and available at Acoustic Planet in Ganges, or you can call Betsy Johnston at 537-5337 or Wendy Wallace at 537-8951 to reserve.

Come and support our Junior members in a great evening. This event will provide funds for the Juniors and enable them to race competitively against other clubs. The parents and Junior members have done a great job of presenting an exceptionally interesting speaker who will be of great interest to all of you.

—Martin Hoogerdyk
Fleet Captain, Dinghy

Annual General Meeting

Tuesday, 27 November, 2001
at 1930 hours in the clubhouse

AGENDA

1. Commodore's call to order
2. Approval of minutes of General Meeting held Tuesday, 25 September, 2001
3. Report of officers
4. Unfinished business
5. New business
Appointment of accounting firm
Election of Board of Directors
Business from the floor
6. Adjournment

Commodore's Banquet and Ball

Saturday, 17 November, 2001
at Meaden Hall

Happy Hour at 1800 h
Dinner starts at 1900 h

\$22 per person

Please call Candace at 537-5073 ASAP to reserve your tickets. Ticket sales are going well, but they must be ordered by 13 November.

Racers' Race & Awards Presentation

Everybody's invited to join the race and an afternoon of trophy presentations!

Saturday, 10th November
Chilly-buns race starts at 1300 h
Food and awards at 1600 h

Check with Fleet Captain, Racing
Neil Buchan at 653-9253
for more information

The Christmas Do

is coming December 11th.

*Start your preparations now
and read all about it
on page 4!*

**Deadline for the next
TellTales is 30th November**

Commodore from page 1

and having members donate the use of their own for the occasion was becoming a bit of a logistical problem. The increase in reciprocal visitor moorage contributions this year will more than pay for the new BBQ. Your Vice Commodore, Mike Byrne, who arranged this acquisition, has been in the forefront of a number of improvements to the clubhouse and grounds lately—bank stabilisation, lighting, dishwasher and general maintenance. A job well done—thank you Mike.

The club has again decided to contribute \$200 to the restoration of the buildings at Conover Cove on Wallace Island. A letter of thanks from Cees and Ellen den Holder, the park operators, has been received and posted on the club general bulletin board.

As we approach our, fortunately short, winter season and prepare our boats for hibernation we can look back on a very successful year. You, the club members, can be proud of what you collectively have accomplished. The major projects of the addition of moorage fingers on C dock and the stabilisation of the property have been completed. The bank stabilisation will continue to be monitored over the coming winter. The first phase of the clubhouse lighting improvement is being installed. You can be justifiably proud of the results of your Junior sailing program and the popular Round Saltspring Race weekend. A new dishwasher is now installed to assist the Staff Captain and crew, along with an upgraded electrical power supply.

In the previous year we were able to increase our dinghy storage capacity which, as you recall, was highlighted in an issue of Pacific Yachting magazine. We were able to establish a speed control buoy in Ganges Harbour which has had the effect of reducing the wash from local vessels, especially over the winter season. While all vessels do not as yet comply, it is a positive step in the right direction. The A-frame dwelling has been upgraded and, on the administrative side, we were able to improve the storage space in the office, establish our own internet website, create a club ball/sailing cap, revise the policy and reduce the number of reciprocal clubs, improve the club insurance policies and clarify issues with our water lot lease landlord which resulted in a credit for past over payments.

During the past year we have been fortunate to have had sixteen new memberships added to our roster: thirteen Regular and three Associate. We also now have eighteen Junior members. However, we have had seven members resign for various reasons. They are Terry and Betty



SALT SPRING ISLAND SAILING CLUB

30th October, 2001

Re: Annual General Meeting

Dear member,

The following members have been nominated by the Nominating Committee to serve on the Board of Directors of the club for the next year, 2001–2002, in the positions stated. They will be proposed at the Annual General Meeting to be held at the clubhouse on Tuesday, 27 November, 2001.

<i>Commodore</i>	Jim Ganderton
<i>Vice Commodore</i>	Michael Byrne
<i>Rear Commodore</i>	Brian Swinburn
<i>Fleet Captain, Racing</i>	Kevin Vine
<i>Fleet Captain, Cruising</i>	Anthony Burrige
<i>Fleet Captain, Dinghy</i>	Martin Hoogerdyk
<i>Staff Captain</i>	Jenny Barrio
<i>Wharfinger</i>	Doc Paynter
<i>Secretary</i>	Fulvio Limongelli
<i>Treasurer</i>	Jean-Paul Krause

According to bylaws 11(d) and (e), the Chairman of the meeting shall call for nominations from the floor, and only Regular Members are entitled to vote. Nominations from the floor will be accepted only if the nominee is present at the meeting and has accepted this proposal.

—Harold Brochmann (Chair), Joan Myers, Les Price

Small, John and Ina Curran, Jerry and Jackie Shrive, Richard and Barbara Toynbee, Craig Chisholm, Don and Jenny MacDonnell, and Chris Rieder and Jaqueline Calder.

The year has not been all positive, as we lost our friend and colleague in the person of Peter Drage in the Spring, and Phyllis Waltho has had to step aside to deal with her health problem.

By the time you read this we will have completed another successful Fall Work Party where many necessary tasks were completed under the competent organisation and guidance of Brian Swinburne and Mike Byrne. Thank you to all who continue to turn up for these and the many other work parties. Self-help is what makes this club function so well.

Throughout this year—and the prior year—I have been very fortunate to have worked with an excellent Board, all of whom have given their utmost for the benefit of the club. Each board member has worked untiringly for the club and all have been most successful in carrying out their many and varied projects.

Our Annual General Meeting will take place on November 27, 2001 when a new Executive will be voted in. I ask that the excellent co-operation that I and the rest of your Board have received over the past two years be continued, as I expect it will. I wish your new Executive the very best in their future endeavours.

I have very much enjoyed my two years as your Commodore.

—John Farquharson, *Commodore*

TellTales is published ten times a year by the Salt Spring Island Sailing Club

152 Douglas Road, Salt Spring Island, B.C. V8K 2J2

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Editing/production by Per and Lynetta Rasmussen (537-4796 or pras@saltspring.com)

On the waterfront

What a day! The weather was great, the turnout huge, and the amount of work done awesome. There were about ninety names registered and I'm pretty sure there were over a hundred bodies on the property. I am of course talking about the Work Party weekend which lasted only the one day because of the large turnout. Everything on the posted lists was accomplished and then some items which were not listed, like the main gate clearance. Thanks to some heavy duty brainstorming, a solution was found to raising the bar without cutting any of the steel pipe. So now those club members and visitors who are vertically challenged on the high side can now walk through the gate without fear of a partial scalping—without doubt a worthwhile improvement.

And the docks A, D and E are looking great with their new pressure treated boards. A whole bunch of nuts and bolts were tightened to hold the docks together over the winter months and the super slippery sliders have been completed around those pilings needing such help.

A truly successful day, and a delicious lunch to keep everyone going, altogether a great demonstration of club co-operation and spirit. Thanks to you all.

—Brian Swinburne
Rear Commodore

(7) Rob Denny framing windows;
(8) Ron Sturm, Tony Booker,
Tony McEwen, and Russ Crouse fixing
dock decking; (9) Ruth Pankhurst,
Sylvia Greenwood and
Norah McCloy tidying up the grounds

Juniors joined Regular members in a record turnout at this year's Work Party.

(1) Heather Meek, Andrea Bartle and Jesse Johnston-Hill;
(2) Jonathan Wilson mans the saw;
(3) Larry Shetzer and Angeline Bate carting brush;
(4) Norbert Schlenker and (5) Richard Mills;
(6) John Farquharson, Victoria Woodman and Harold Brochmann attack the bush by the clubhouse



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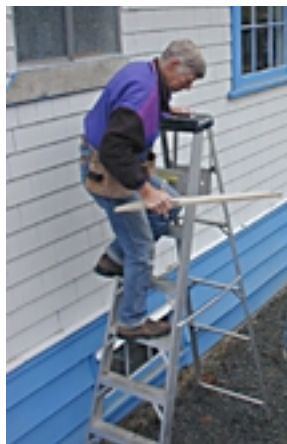


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7



Fees and moorage charges are now past due!

Members who have yet to pay their dues must remit them immediately to avoid further interest charges.

Please send your payment to The Treasurer, Saltspring Island Sailing Club, 152 Douglas Road, SSI B.C. V8K 2J2, or leave in my box in the clubhouse.

—Gary Railer, Treasurer

Wharfingering

A farewell to Terry and Elizabeth Small and their boat *NIGHT MOVES*. They have moved from Salt Spring to Comox and thus have resigned their membership. Brian and Marie Le Lievre have sold their power boat *WALKABOUT*. Roy and Mary Lamont have sold their power boat *DOLPHIN*. Dave and Georgia Arnott have brought their Limestone 24' power boat *CUTTY SHARK* to our docks in slip A14. Leo and Rita Aptekmann, after many years of looking and shopping for their perfect sailboat, have purchased a Tayana 37'. Her name is *RITA VERA* and she can be seen at slip B22.

New club members Lewis MacKay and Laurie Blakely now have a 30' Rawson (sail) named *SISUTL* tied up at A22. Donn and Nancy Comte have tied up their 21' Monaro (power) named *4 R FUN* at E10. Alan and Janet Davidson have tied up their 29' Monk Express Cruiser (power) named *SILVER DOLPHIN* at C6. Rick and Sharon MacKinnon are currently shopping for a sailboat in the 30' range. When purchased, she will be in slip E23. Please introduce yourselves to these new members and give them a warm welcome.

Our reciprocal program was a great success. During the year we accommodated a total of 331 visitors from reciprocal clubs. This is an increase of 14% over last year when 291 called on our hospitality, and a 38% increase over the year before that. From the numerous notes of appreciation left by visitors, this was again a year of a job well done by those who so willingly volunteered for the club's summer daily wharfingering duty. A great big thanks to you all!

This is my last report in the TellTales, as my second term as wharfinger comes to an end. I have enjoyed the past two years and in closing I would like to express my gratitude to all those many members who helped me throughout my term thus making the assignment so much easier. I also thank my fellow Board members for their support. See you on the docks.

4

—Tom Locke, Wharfinger

Christmas Do at the club

*Christmas is coming
and the Grinch is getting lean
Come to the gathering
to be sure that you are seen*

*Give to the food bank
and turn up at seven
Mark your calendar
and come December eleven*

*Bring a goofy gift
that may not be a treasure
But to someone else
may give great pleasure*
—Candace Brochmann

PLEASE MAKE SURE YOUR INFORMATION IN THE YEARBOOK IS CORRECT!

It's a great deal of work keeping the Yearbook database current with names, addresses, phone numbers and boat names. At the same time, it's very important that we get this information right.

So, please take a moment as soon as possible to check the last Yearbook and, if you have any changes, report them to our database manager, Jim Spencer, at 537-9910.

A huge thank you...

to Connie Holmes for staffing the galley and feeding the work party troops with energy leftover to participate in the frosted mactac removal contest!

—April Steel (*Mate on STEEL AWEIGH* and $\frac{1}{3}$ of the Staff Captain trio)

Help wanted

Several club members have offered to assist Ping Drage to complete the work Pete started on their home, but we could use more help. We need someone with electrical knowledge, drywall and drywall mudding, a small bit of framing and someone familiar with finishing (baseboards, windowsills, etc.). If you have some time to spare after the New Year, be it an hour, a day or whatever, it would be very much appreciated. Please contact Lorne at 537-2483.

—Lorne Shantz, SHAUNSEA

Important notice to owners of registered vessels

Thanks to Hugh Greenwood, we have recently learned that your vessel's registration certificate is no longer a permanent thing: it will have to be renewed every three years. If you do not do this, your registration will be cancelled and your exclusive use of your ship's name will be lost.

The reason for this change is that Transport Canada's Registry—which currently lists approximately 46,500 vessels—keeps getting larger and larger because no current information is received on boats which have been sold, sunk or destroyed, or which have had their name changed. There are thousands of incorrect listings in the Registry, and since this entire Registry is now in electronic form online, the Department is trying to get this all cleaned up.

If you know that your current address is the same as when you originally registered your boat, you will receive a renewal notice in the mail from Ottawa.

If, however, you are not sure if your current address is known to the Department, or if you have moved and not notified them of your new address, you must send in this address change to the Registrar of Shipping so that they may send you the information and ultimately the new documents. There is no charge for this 3-year renewal.

They need to know your vessel's official registration number, the current owner's name, your current address, and any changes made to the vessel since its original registration.

Send all this information to:

Transport Canada
Vessel Registration Office
620 - 800 Burrard Street
Vancouver, B.C. V6Z 2J8

If you like, you can check your own complete registration information on the Department's website at

http://www.tc.gc.ca/MarineSafety/Ships_and_Operations_Standards/registry.htm

or you can call 1-877-242-8770 if you need more information.

—Ed.

Subscribe to **TellTales** online and keep in touch with the latest events at the Sailing Club—including race results and last minute changes to the social calendar!

It's FREE!

www.saltspringsailing.ca

Report from The Council of B.C. Yacht Clubs

As I near the end of my tenure as the Past Commodore and, in particular, the club's representative to the Council of B.C. Yacht Clubs, I would like to leave you with some information on this very important organisation.

The Council is a voluntary, non-profit group composed of 53 member clubs covering four large regions in southern B.C. The Council is dedicated to monitoring all facets of pleasure boating activity in B.C. and is tasked with ensuring that the concerns of the recreational boating community are recognised.

To do this the Council has standing committees in regard to:

Adopt-a-Park - a Council program to encourage member yacht clubs to adopt a marine park and provide basic facilities;

The Vancouver Boat Show - the Council maintains an information booth at this show;

The Outdoor Recreation Council - close liaison is maintained with this agency to ensure cooperative approaches to projects and problems when required;

The Coast Guard - close liaison with this agency is essential to provide for a smooth flow of information and a venue to solve problems;

Debris control - firm pressure is required to ensure continued funding of the Fraser River debris trap;

Hydrographic Services and Fisheries - close liaison with these agencies provides up-to-date information for the boating public and essential contacts to solve problems;

The Recreational Boaters of Washington State - continued close liaison with this agency ensures that visiting boaters have access to required information;

Park Research - the Council maintains a close association with Federal and Provincial authorities on park development;

Water use license applications - the Council maintains an input to license approval for fish farms, oyster harvesting, etc. if these activities conflict with recreational boating, and

Pollution control - the council has direct input to government plans for pollution control and no-dump zones for B.C. waters.

Operating independently within the overall framework of the Council of B.C. Yacht Clubs is The Marine Parks Forever Society, to which our Club members contribute \$10 each year. The primary task of this organisation is to assist Provincial government agencies in fund-

The great Ganges pumpout

Some members might not know that a pumpout for holding tanks was installed in Ganges last May. It is on the new dock near the Coast Guard facility, and the easiest way to use it is to call the Harbour master at 537-5711. It is a state-of-the-art pump, and I've seldom seen such a nice installation. The cost is \$5 which I think is very reasonable. We were very pleased to use it for *FLAGFISH* in September.

Some members feel that holding tanks are not necessary, and I agree that waste from pleasure boats is not an overall major source of water pollution. But there is something to be said for sanitary politeness, and if we boaters make ourselves squeaky clean, environmentally, then we can raise a stronger voice against other problems.

On our docks, I was talking up the the pumpout and one member grumbled that there was no point, because the waste was just dumped in the bay anyway. Nothing could be further from the truth. The pumpout system goes to the Ganges treatment plant. And that plant, dear friends, is doing an astonishingly

ing new, or expanding existing marine parks. This is carefully controlled to ensure that any monies donated are expended in areas where they will benefit the recreational boating community.

It costs our Club only \$90 a year to belong to The Council of B.C. Yacht Clubs and I consider this to be money well spent. There isn't one facet of pleasure boating activities that I can think of that the Council isn't involved with one way or another and I am impressed with the volume of work they do on our behalf. I am particularly impressed with the dedication of Council President, Norm Dyck in skilfully handling all sorts of difficult problems for us at all levels of jurisdiction. He is ably assisted by a small cadre of equally dedicated people who are delegates from member Yacht Clubs. One of their most important and often most time consuming tasks is to deal with multi-layers of government bureaucracy

The Ganges pumpout station on the new breakwater dock by the Coast Guard station. The hours during Fall and Winter are: Monday-Friday, 0900-1300 h and Saturday-Sunday, 0800-1200.



good job. I am on the sewer committee, have seen the plant in action, and the superb test results. The waste water is so clear and clean that it would be a good idea to use it for irrigation around town. At present it is discharged in deep water, out beyond Sisters Islands.

This would be a good time to get a holding tank installed on your boat if you don't already have one. One of our local shipwrights can easily install the system, and has done so for several boats lately. It would be feasible to do it yourself, and I would be pleased to show you the system on our boat if you wanted to get some ideas.

—John B. Sprague, *FLAGFISH*

to ensure that the concerns of recreational boaters are considered and that ever increasing legislation does not adversely affect pleasure boating activity. The Council does a very creditable job with this. A couple of recent accomplishments are: the Council having a seat on the government committee responsible for pollution control, including no-dump zones, and the Council having representation on the coordinating committee for the establishment of a National Park for the Southern Gulf Islands, which will include marine parks. Representation on these committees should be very beneficial to the boating public.

In closing, I believe it is very worthwhile for our Club to belong to this organisation. We gain a lot for the dollars it costs us!

—Les Price

Six weeks around Vancouver Island: part 3

By John Farquharson, BALLATER

Our visit to Tofino turned out to be a little longer than we had anticipated. As I said in the last part of this tale we had planned to arrive at the docks at Weigh West Resort around high slack but actually arrived, after refuelling, about an hour after slack. The current was beginning to run but we were able to successfully dock into the current without difficulty. We were not allowed to have an inside slip as these were reserved for the resort's fishing boats, or so we were told—later on sailing vessels were allowed on the inside.

The outside of their docks is not too bad from a wash point of view, however there is only room for two to three deeper draft vessels as the bottom slopes up sharply. As well there is no electrical power on the outside dock and the closest outlet was too far away to be accessed. They had shut off the water to the docks in order to conserve it as there was a water shortage in Tofino. After mentioning to them that the public docks and the fuel dock had water, some days later, the water was turned on.

This is a fishing resort and while they do welcome private vessels I had the distinct impression that we were more of a bother than a pleasure. However, they have a pub and restaurant, so it was a good place to wait out the many weather fronts which crossed the West Coast one after another over the next five days. The last one in the series arrived on Sunday, August 5th and was advertised as 'an unusually strong summer front', which presented us with 20 knots of wind at the dock.

During these somewhat damp days we toured Tofino's many art galleries, pubs and restaurants, dressed in our wet gear. In retrospect, if we had to wait out five days of inclement weather, this was distinctly better than being on a dragging anchor somewhere! Another very positive aspect of our forced layover was the vast improvement in our crabbing! We dropped the crab trap over the side of the boat each day and were rewarded with many large Dungeness and Red

Rock crab. The fact this was a fishing resort with the resultant cleaning of the catch possibly had a lot to do with our fishing skills! Judy Willett's nephew worked at the resort and very nicely presented us with a couple of nice salmon as well as the necessary crab bait.

As expected the public docks down the way, and the resort, were filled with many vessels taking refuge from the



JUDY WILLETT PHOTO

Skipper John Farquharson relaxes while Glen Willett takes a turn at the wheel

weather throughout the five days. The public docks have both water and power available. They have an interesting method of supplying the water. The supply is coin operated, in that you put a loonie in a box and water pressure is available to the complete marina for fifteen minutes. So for two to three dollars you can fill your tanks, and so can everyone else—timing is everything!

After five days everyone was getting a little cabin fever and were anxious to be on their way. With the passage of the front, the sun broke through Sunday afternoon so we prepared to depart the next morning as the weather forecast had improved greatly. A flotilla of boats left the various docks around 0900 h Monday morning with visibility of 1 mile in fog, we among them. The skies cleared later that morning, but the sea was in a confused state and quite choppy, with a two metre primary swell and leftover opposing chop from the previous fronts. Generally we had an uncomfortable ride.

We elected to carry on in light and variable wind and motored our way south. We had planned to stop in Ucluelet but, with the delay in Tofino, we elected to bypass Ucluelet and carry

on to our first anchorage in the Broken Islands Group in Barkley Sound. All during the day the fog would close in on us and then break open again. As we approached the northern portion of the Broken Group, where we were going to anchor, the fog began to close in on us again and I was considering changing our destination, when once again the sun broke through and we entered Joe's Bay and anchored at 1650 h. The bay is surrounded by Dodd, Willis and Turtle Islands and it takes its name from Don Douglas' excellent book about the West Coast.

The next day, which broke with clear skies and sunshine, was another layover day, which we used to dry our wet gear, do a little dinghy work, reading, fishing and generally relaxing. A very nice day! As in many parts of the Broken Group, which is part of the Pacific Rim National Park, there were a large number of campers and kayakers.

The following day we departed at the leisurely hour of 1120 h and head-sailed northwest in a gentle breeze into Mayne Bay and Toquart Bay, all the while trying once again to rid the sea of fish. As we were motoring to our next destination, we were rewarded with a nice salmon for dinner. Our destination this evening was the Pinkerton Islands on the north shore of Barkley Sound, outside the park. We found a very nice private anchorage where we were able to watch the setting sun while sipping our evening libations, prior to enjoying the catch of the day. The Pinkerton Islands have a few float homes and small cottages. These



GLEN WILLETT PHOTO

Judy Willett and John in front of the Empress Hotel in Victoria's Inner Harbour

cabins are treasured by the current owners as we were told new cabins will not be allowed. The water was warm enough for swimming so we took advantage of that and checked BALLATER's prop and hull. There are many small islets and channels in the Pinkerton Islands which were fun to explore in the dinghy. While doing so the next day, Glen and Judy saw

a small black bear swimming from one island to another—our only bear sighting! I spent the morning planning our trip from Bamfield to Sooke and entered the way points in the GPS.

Departing late in the afternoon at 1515 h for the short trip to our next destination, we enjoyed yet another sunny and calm day. Our destination was a long, protected body of water between Vancouver Island and the Alma Russell Islands called Julia Passage. There are two entrances to this passage, the south one having a number of rocks, both above and below water, guarding the entrance, and a north entrance which is very narrow with a tidal current that allowed only one metre of water below the keel at zero tide. We transited the north entrance at high slack with a good five feet of clearance on either side of the beam and broke out into a quiet, pleasant waterway which contained many float homes. This was a quiet anchorage but without a crab to be seen in the trap we set.

We decided to exit Julia Passage via the south entrance the next morning and raised anchor at 0625 h in order to transit at high water. Remaining close to the western shore of the entrance over charted kelp beds, we slowly and successfully exited the area and made our way to the southeast cove of Nettle Island where we dropped the hook for breakfast. The park ranger's cabin is situated in this cove. After a sumptuous repast we head-sailed across Imperial Eagle Channel, then motored to Bamfield after ducking into nearby Port Desire for a quick look. We tied up to the DFO docks on the west side of Bamfield Inlet, strolled their excellent boardwalk and then made our way to Bradey's beach where the sea rolls in from Japan.

The next day we motored in light southeast winds and smooth seas to Port San Juan and later in the day the wind built to 20 knots from the west. We motored to the head of Port San Juan and anchored in choppy seas near an old seawall. Another vessel was already behind the seawall and the swing room is restricted due to the shallow water. The public docks were full of fishing vessels. The bay is open to west and southwest winds and, as the *Sailing Directions* states, you would be better off across the strait in Neah Bay during very strong winds from those directions. Fortunately, however, the winds died down and we spent

a comfortable night but awoke to thick fog.

With the radar working, we set off for Sooke, keeping well off shore following the 40 metre depth line. By following this contour, which runs one to two miles off the west coast of Vancouver Island, you remain well clear of any danger. We kept a close watch on the radar for oncoming boats as the visibility was 1/8th of a



John Farquharson with his prize catch:
a Kelp Greenling

SHARON FARQUHARSON PHOTO

mile in fog for five hours. We had two boats pass close to us, one doing about 15 knots—I hope he had radar! Fishing vessels are also out there in the fog, and another sailboat using radar managed to avoid the long net of a seiner. We broke out into sunshine about two hours out of Sooke and were glad to have visibility for navigating the tricky entrance to Sooke Basin, and onward to Anderson Cove.

The need to have current charts was brought home to us this day as we were navigating the channel into Sooke Basin. Two new cardinal buoys had been installed to delineate the channels which we noted in *Sailing Directions*. However, a red starboard buoy at the intersection of two channels—which you are supposed to pass to starboard down one of the channels—had been moved from the intersection of the two channels to the other side of one of the channels, without a change in the alpha numeric designator. This caused some short term consternation as we tried to avoid shallow ground! Anderson Cove, with its shallow and narrow entrance, has a number of summer homes and is quite busy with power boats and water skiers.

Leaving Anderson Cove and Sooke

Basin the next day we enjoyed a great sail with northwest winds to 20 giving us a speed of 7.4 knots as we passed Race Rocks. Five hours after leaving Sooke we tied up to the dock in downtown Victoria. We managed to get a grand position in downtown Victoria with the stern facing the Empress Hotel and all the action along the seawall. After a wonderful dinner at a local restaurant and a surprisingly quiet night we departed for home via Haro Strait. The winds which were supposed to fill in from the south to give us a nice run home did not materialise, so we motored to the Channel Islands. As we came up past Beaver Point, a light easterly breeze came up. We raised the spinnaker for a grand arrival past the club docks and tied up at 1715 h.

The wildlife we managed to see on this trip was not as abundant as I had hoped. We saw five Minke whales, many eagles, a number of cute sea otters, odorous sea lions, very few salmon and one small black bear. While we were not as proficient in foraging for food from the sea as we had hoped to be, we did manage to eat very well and were able to wash it all down with sufficient quantities of 'the grape extract'. Each of us contributed equally to the cooking and necessary chores so it made the somewhat close quarters enjoyable and caused the time to pass very quickly.

Current charts are most important for the harbours and busy areas along with the current *List of Lights, Buoys and Fog Signals* to supplement those charts which may be somewhat dated. Two books were very useful over and above the required *Tide and Current Tables*. The first of these is *Sailing Directions*. This government publication was most useful and had good information on nearly all the bays and coves we wished to visit, with current information on entering, hazards and lights, as well as the best way to transit passages and enter inlets—an excellent publication. The other book we used extensively was Don Douglas' *West Coast of Vancouver Island*, again an excellent book that many other boaters use on their travels north and west.

Would I go again? Yes! There is so much to see and so many places that we had to pass up. As well, the ever changing weather will make each trip unique. We were very fortunate in the number of fine days we enjoyed, that we did not encounter any severe weather, and we were able to wait out the bad weather we did have. *BALLATER's* log indicates we travelled 810 nautical miles and put 164 hours on the engine.

Great trip!

RACING NEWS

We are now beginning to receive reports via email from the Mech family—Michelle, Karl, their 9-year old daughter Kelsey, and their dog Tessa—as they progress in their circumnavigation on their sloop *ARCLYD II*.

So far, two emails have been received: the description of their journey from Salt Spring Island to Eureka, dated Friday, October 5, and from Eureka to Monterey, sent Saturday, October 27, 2001.

Both of these 'dispatches' have been posted on the bulletin board in the clubhouse, and on the club website at www.saltspringsailing.ca/pages/cruising_tales.html

Here are a couple of excerpts from...

the Mech family's circumnavigation in *ARCLYD II*

"Made it into Humbolt Bay and Eureka yesterday and found a library [with email facilities] within walking distance, so here is an update on our trip so far.

Overall we have had some really nice warm, sunny weather along the U.S. coast. We left Salt Spring on Sept. 11, and have stopped at Victoria; Port Angeles (cleared customs there), Neah Bay and Grays Harbour, Washington; Newport and Winchester Bay, Oregon; Crescent City and here (Eureka), California. With light or no winds, or some Southerly wind, we have motored instead of sailed for much of the trip so far. We have travelled through the night 4 times up to this point, and, except for the big roly seas of the last night, it has been very pleasant. The only thing is that we tend to not start shifting off for sleep early enough and Mom and Dad end up with 3–4 hours sleep only on those nights. Probably the scariest thing along the way was spotting crab traps about 5–6 miles offshore off of La Push, on a cloudy night. With it being so dark, we knew we would never be able to spot them all! Didn't expect anything like that so far out..."

"The somewhat surprising thing we have found is the lack of time to just sit and relax. It seems to go like this: while we are in port, the days are full of school work, grocery shopping, showers and sometimes laundry, and then trying to take in as much of each place as possible. Then, to keep within our 'weather window' it is time to move on again. The trip is certainly enjoyable and interesting, but it will be nice to get somewhere and stay awhile and fulfil that image of sitting back with a good book (and a glass of wine) for longer than the little snippets we manage to get in on occasion!..."

For the past couple of races there has been a whirl of wind to whisk us home. The Single Handed 9.5 nm race left us breathless, weary and grinning all over our faces! Luckily it was a 'no flying sails' which most found a blessing with 20+ kn of wind to contend with. Fantastic!

The Channel Islands #3 gave us a glorious spinnaker run all the way out and enough wind to bring everybody home in just a few tacks. Drizzle didn't seem to dampen the spirits or skills shown during this race. Results are posted in the race results section of the club website (the 'gloat' page).

NOTICE TO ALL RACERS

It has been noted by the Race Committee that the Season's End race was scheduled on the same day as the Work Party. Club business comes first.

With apologies for inconvenience, the Season's End race has been rescheduled.

This 'Chilly-buns' race will be sailed on the following Saturday, November 10th. The race will start at 1300 h and be finished by 1500 h. This will be followed at 1600-ish by food, coffee/tea and BYOB (no alcohol will be served). Afterwards the awards presentations will take place.

All club members are cordially invited to join this lighthearted race and the good cheer afterward.

—Neil Buchan
Fleet Captain, Racing

JACK LANGDON RACE

Place	Boat	Handicap	Skipper	Points
1	CHEEKY BUOY	241	Brogan	100
DNF	FINAL DASH	99	Wood	14
DNF	DERYN MOR	228	Vine	14
DNF	GWAIHIR	262	Pattinson	14
DNF	FANDANGO	138	Grange	14
DNF	OSCAR	168	Cameron	14
DNF	MINKE	281	Meek	14

FALL SEASON RESULTS

Boat	P1	P2	CP	MH	SH	CI3	JL	Total
CHEEKY BUOY	20		63	91	20	86	100	380
OSCAR			100	100	60	71	14	345
ELECTRA	20		88	9	80	57		254
FINAL DASH			75	64			14	153
NUMTIJAH	20		25	9		43		137
MINKE	20				100		14	134
DERYN MOR				9		100	14	123
FANDANGO				73			14	87
LONE RANGER				82				82
GWAIHIR			38	9		14	14	75
ALACRITY			50	9		29		59
SLY FOX	20							20
VALHALLA II			13					13
ALMUCANTAR				9				9



The ubiquitous and much loved maple leaves provide us with endless hours of colourful enjoyment—especially after a storm. Here John Prothero and Phil Mason gather in the harvest