

"FISHING DERBY"



SATURDAY SEPTEMBER 25

DAYLITE TILL 3:00 P.M.

WEIGH IN TIME 3:00 P.M.

PRIZE FOR THE

"BIGGEST SALMON"

FREE

SUPER GOODIES

AT WEIGH IN

3:00 P.M.

CLUB HOUSE

NO ENTRY

FEE

EVERYBODY

WELCOME

S.B.Y.C.



SBYC CALENDAR OF EVENTS--SEPT/OCT

SEPTEMBER 18-----CORN ROAST--Drumbeg Park--1500
19-----Class Boats--FALL SERIES # 1&2, 0930
26-----PHRF--FALL SERIES # 1&2, 0900
OCTOBER 2&3-----OVERNITE CRUISE--Thetis Island Marina,
Telegraph Harbour (See item in ANCHOR LINE)
10-----Class Boats--FALL SERIES # 3&4, 0930
9&10-----LAST CHANCE REGATTA, SEATTLE, STAR CLASS
12-----SBYC EXECUTIVE MEETING
16-----FAMILY NITE, Gabriola Golf Club
17-----PHRF--FALL SERIES # 3&4, 0900
24----- PHRF--FALL SERIES # 5&6, 0900
28-----GUEST SPEAKER (Details next newsletter)
31-----PUMPKIN UP, Class Boats, # 5&6, 0930

****NOTE****All Skippers' Meetings at SBYC CLUBHOUSE

SUN STAR RETURNS TO SILVA BAY

The Currans aboard SUN STAR were in Silva Bay exactly one year from their departure date, after a most enjoyable cruise which took them as far west as Hawaii. More on this when they have their slides sorted. WELCOME HOME!!

FALL CRUISE--2&3 OCTOBER, OVERNITE TO THETIS ISLAND MARINA
TELEGRAPH HARBOUR

We had hoped to have this cruise to Manana Lodge, but they are already filled up by another Yacht Club for that weekend. We felt it would be nice to have accomodation for those who would like to come by car and take a room.

So Thetis Island Marina will be available and we have indicated that we will have approximately 20 boats and 50 bodies there on 2nd. October.

Those of us who have been there know how good the food is--and the prices are reasonable too. So, for a fun cruise and an excellent dinner, mark this weekend as a "must". Let us all make this cruise the most outstanding of the year.

See you there!!! R.S.V.P.--Jim Kavanagh--247-9456
Ernie Flemming -- 247-9336



S.B.Y.C. REGATTA WAS STAR CLASS!!

Wind, weather and the efforts of many Club Members combined to make the Pacific Northwest District Championships for Star Class a regatta to remember. Strong winds and hot, sunny skies made Straits of Georgia racing akin to San Francisco Bay in mid-summer or Florida in mid-winter for the twenty-two boats competing for Blue and Green stars. Margaret Martin commented, "Those sailors must feel they have died and gone to heaven with the hospitality and good sailing they have had."



Seven races were started and six completed in winds sometimes exceeding 25 knots. Strong currents played some part in causing three general recalls but the sailors were a pretty eager and aggressive group! The race committee showed much expertise setting excellent race courses and making some quick decisions. Art Nielsen did three days of some fancy boat handling to hold a good line in strong wind and current. Communication with the mark boat was excellent and lunch was passed out right smartly off the port rail of TROJAN.

So many helped to make this event one the Club can be proud of that the list is long but the appreciation is even greater!!

REGATTA CHAIRMAN--Arne Bentzen * RACE COMMITTEE--Tom & Becky McLeod,
Commencement Bay Fleet, Tacoma, Wash.
COMMITTEE BOAT--VENTURE III, Art Nielsen
MARK BOAT OPERATORS--Dave Hobbs & Ralph Jeck
SPECTATOR BOAT--TROJAN, Dee Cowan * PHOTOGRAPHER--Jim Kavanagh
PROTEST COMMITTEE--Ron Mumford, SBYC Representative
BAR B-Q---Margaret Lemieux, Rosie Cowan, Vivian Silva, George Westwood
and The Bentzen Family
BREAKFASTS--Joan Cellik and Donna Hunter
BROWN BAG LUNCHESES---Muriel Boulton, Vera Kavanagh, Wendy Hobbs & Jane James
PRIZEGIVING LUNCH---Vivian Silva and Janice Teewven
ISLAND TOUR & PETROGLYPH INSTRUCTION---Wendy Hobbs & Muriel Boulton

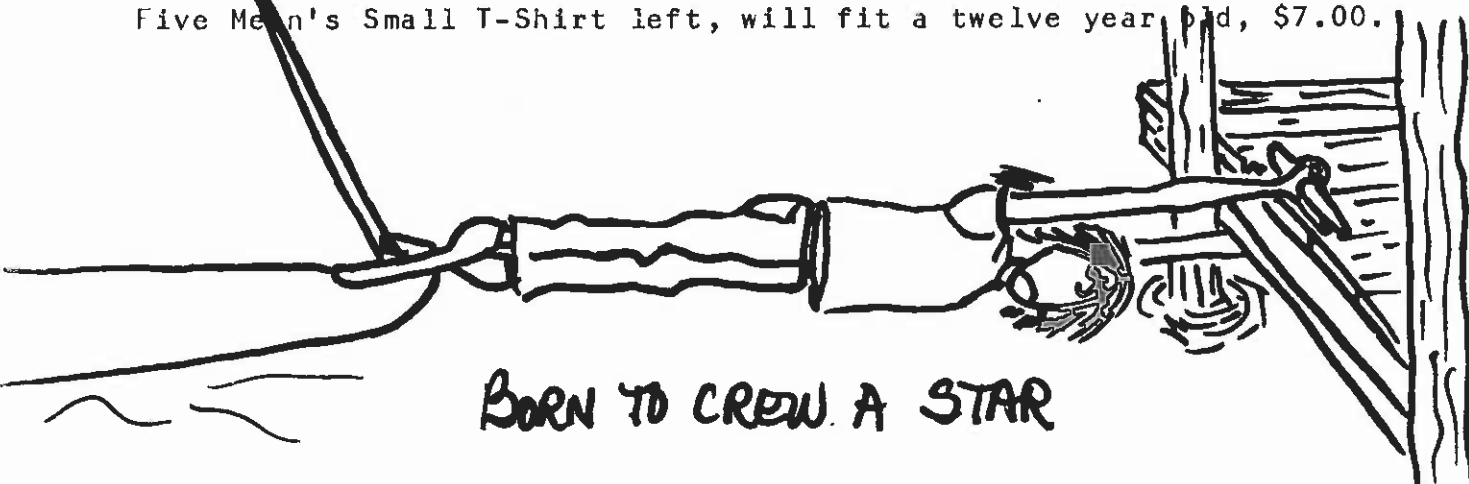
THANKS TO KEN & KATHY WHITE, Silva Bay Marina & Shipyard for haulout,
moorage and storage facilities.
THANKS TO DON RADCLIFFE, Silva Bay Resort, moorage & parking facilities.
THANKS TO LEACH & MCBRIDE SAILMAKERS, Sidney, B.C. & John Dibley Jr. for
marks donated to SBYC
THANKS TO KENCHENTEN & ASSOC. for art work and logo design.
THANKS TO ARNE BENTZEN for designing, making & donating material for trophies.
THANKS TO DEE COWAN for donating trophy material.
THANKS TO THE HALLIDAYS at Surf Lodge for their warm hospitality.
AND THANKS TO ALL CLUB MEMBERS who donated salads and goodies for the weekend.

Winners of Blue Star were first, #6560, Bill Buchan & Steve Erickson, Seattle; second, #6646, Dennis Clark/Eric Kownacke, Seattle; third, #6681, Bob Brodie/Chris Ebbehoy, Vancouver. This win qualifies Bill Buchan to attend the Star Worlds held in Holland, 20-27 August this year.

Green Star winners were first, #5162, Rick Townsend of Victoria; second, #4330, Arne & Judy Bentzen, Silva Bay; and third, #5247, Andre Lemieux and Steve Cellik, Silva Bay.

Complete race results will be on file with SBYC FLEET CAPTAIN, Art Nielsen or Gulf Islands Fleet Secretary, Erik Bentzen.

Five Men's Small T-Shirt left, will fit a twelve year old, \$7.00.



BORN TO CREW A STAR

THE FOLLOWING IS A COPY OF A LETTER FROM THE U.S. COAST GUARD WHICH IS VALID IN OUR WATERS. IT WAS PUBLISHED BY THE "PROCEEDINGS OF THE MARINE SAFETY COUNCIL" AND TERRY JAMES ONE OF S.B.Y.C. MEMBERS FELT IT WOULD BE OF INTEREST TO US. THANK YOU TERRY.

"I would like to thank you for printing the article "Close Encounters of a Dangerous Kind" in the Sept/Oct 1981 issue. It is reassuring to see that someone is at least trying to explain to boaters the dangers in approaching large vessels and tows, especially in restricted channels.

As a mate on an oceangoing tugboat, I cannot begin to count the number of times I have seen close calls involving small recreational boaters. The amazing thing is that the number of deaths and injuries has been relatively small. The incidents described in your article point to the need for licensing and instruction for pleasure boaters.

Recently, in Long Island Sound, several people were killed when the operator of a pleasure craft approached too close to a tug with a barge "on the hawser" behind it. However the legal case may turn out, it is obvious that the primary reason for this tragedy was ignorance and poor judgement of the operator.

Something that your article did not cover was the special hazard in approaching tows "on the hawser". The tugboat operator is severely limited in the actions he can take in a close-quarters situation:

1. He can stop or back the engines, but the barge will keep on coming, possibly running over the tug or tripping (capsizing) it.
2. He can turn one way or the other, but the barge will not turn as quickly. In sharp turn with a heavy barge, the end result will be the tug going in one direction, the barge in another, with the wire or hawser stretched out in between, mowing down anything in between.
3. He can speed up (if he has any power in reserve) and hope to get ahead of the closing boat. This may decrease the likelihood of a collision but will increase the severity of the damage should the maneuver fail.

In short, his options are limited to early and substantial actions, which may be nullified by the capricious and unpredictable course zigzags of the small boat operator or made impossible by the confines of the channel or nearby shoals. It would seem that the small outboard "rowboat," with a draft of perhaps three or four feet, nevertheless finds it imperative to use the center of the main ship channel while the tug must scrape past the channel markers to avoid hitting him.

I can only hope that your article, and ones similar to it, will be given wide dissemination to the recreational boating public.

Ron DeMello
Portland, Maine

Editor's Note: Conflicts between recreational boats and commercial vessels are a serious problem and should be recognized as such by operators of both types of vessels. How do our readers feel about this subject? Please share your thoughts or experiences with us.

Thanks again Terry and we will watch out for the "Canadian Tugboat Company."

BOAT NAMES FOR THE MONTH AS SEEN BY THE "TROJAN"
POWER: "SNEAKI TIKI"
SAIL: " FROZEN ASSETS"

WELCOME TO NEW MEMBERS: WAYNE & NANCY WILBEY - BOAT NAME: "BLUE NUN"
ALL MEMBERS WHO HAVE NOT RECEIVED THEIR NEW MEMBERSHIP CARDS BY THE END OF SEPTEMBER PLEASE CONTACT VIVIAN SILVA AT 247-8810.

"FAMILY NITE" IS COMING UP OCTOBER 16



R.S.V.P.

AT ^{8 TRACK} GABRIOLA GOLF CLUB

GET OUT YOUR FAVOURITE FAMILY RECIPE
WE WILL BE CALLING ON YOU ---
ENTERTAINMENT - "THE S.B.Y.C. SHANTY SINGERS"
MUSICAL CHAIRS FOR THE "KIDS" NO
MATTER WHAT AGE THEY ARE
DANCING
R.S.V.P.
GOOD MUSIC WE HOPE!!!!
FUN
FOOD
COME AND ENJOY THE FUN
FUN
FOOD
R.S.V.P.

IF YOU WOULD LIKE TO GIVE A HAND
PHONE VIVIAN SILVA - 247-8810
JANICE TEEUWEN - 247-8248 or
MARGARET CROSS - 247-9696 ---

R.S.V.P. ABSOLUTLY NECESSARY AS SITTING
CAPACITY LIMITED TO 100 INDIVIDUALS
CALL MARGARET CROSS - 247-9696

95 PRICES
ADULTS
1/20 Kids.

ARTICLES SENT IN BY ART & JEAN NIELSEN

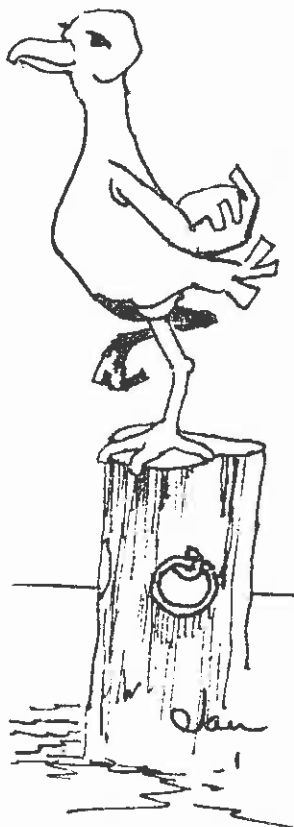
Son of a Gun

Sir,

As an ex-Navy man I must take exception as to the origin of the saying. "Son of a Gun" as explained by correspondent Lt. Dorothy Mitchell. Going back to the times of which she speaks — the only woman allowed on a merchant ship was the Captain's wife and even that did not happen too often because a woman aboard a ship could bring ill luck to that ship

The phrase, "Son of a Gun" came from the British Navy and not the merchant fleet. The most important men on a battleship, other than the officers, were the "gunners mates". Because of this, the British Admiralty decreed that each be allowed to have their wife aboard. To call a person a "son of a gun" was to imply that their true father would be unknown because of the few women among so many men.

C.W. Nairne
Seymour Power Squadron
Vancouver Island District



NAUTICAL TERMINOLOGY

BITTER END - The finish of a race when you are last over the line

BOOMKIN - A small young boom, less than one year old

BOTTOM PAINT - What you get when the cockpit seats have just been painted

BOW - A gesture from the helmsman as he crosses the finish line first

CHART - A type of map which shows exactly where you are aground

CLEW - An indication from the skipper as to what he might do next

COMPANIONWAY - A double berth

DEADRISE - Getting up to check the anchor at 0300

DEAD RECKONING - A course leading directly to a reef

DEVIATION - Any departure from the captain's orders

EMERGENCY MOORING LINES - Old ropes too rotten to use regularly but too good to throw away

THE "FISHING DERBY" EDITION has been folded, spindled and mailed by Margaret & Rex Cross.

Enjoy all the activities

VIV