

GARDEN BAY SAILING CLUB

Skipper's Profile Ian G Wright

When Ian was in high school in Vancouver, students were required to participate in one of the cadet programs, this being shortly after the end of WW2. He didn't fancy the Army or Airforce, so the Royal Canadian Sea Cadet Corps was it. At summer camps at Comox and Georgian Bay he learned dinghy sailing along with shooting and drilling. He also got to sail (and row) those 26' whalers out of HMCS Discovery. On one occasion he even got to steer a Navy Minesweeper. Later when he was at UBC, one day, out of the blue, his uncle gave him a sailboat, which his uncle didn't want.

This was originally a 16' steel hull double ended lifeboat a friend of his uncle had salvaged from a tanker. This adventurous friend had decked it over with a cabin using found materials. He had ketch rigged it using his mother's sheets to make sails with the intention, Ian was told, of sailing it around the world. He got as far as Roberts Bank, ran aground, sprung a leak and gave up the idea! He traded it to Ian's uncle for a used car. who then gave it to Ian, when he decided he'd rather have a power boat.

"I did some repairs and modifications, changed the rig to a gaff sloop rig and sailed it in English Bay, Howe Sound and as far up the coast as Roberts Creek for several years. My first 'date' with my wife, Fay, was on the *Acamac* (named after a place on the Saint John River my family had spent several lovely summers at during the war years, when we lived in Fredericton NB). I had to sell *Acamac* when I went east to Graduate School in 1957. Fay and I were married in 1958".

When Ian had a real job in Indianapolis several years later, and could afford it, they bought a 14' 'Pintail' trailerable dinghy which they sailed on local lakes and reservoirs. Then they got a camping trailer for the growing family, and as they couldn't tow two trailers they sold the 'Pintail' to friends. The replacement was a car-toppable 'Cyclone' (Australian 'Laser' equivalent), and then a slightly larger Chrysler 'Mutineer'. The growing family was not that interested in sailing so Ian got into windsurfing in the early '80's and hooked up with some likeminded

characters who became TeamIndy Windsurfing, still active in Indiana.

With TeamIndy they windsurfed on local reservoirs, made trips to Lake Michigan, Cape Hatteras, the Columbia River Gorge, Maui, Costa Rica, Bonaire, Aruba Eventually Fay got tired of sitting on the beach, watching, and took it up herself. During this time another friend convinced them to take a celestial navigation course, the finale of which was a sailboat charter out of Fort Lauderdale for a week in the Bahamas. They subsequently arranged a couple of group sailboat charters on Lakes Michigan and Huron.

"I got retired in 1994 and we almost immediately started planning for our return to our 'spiritual' home on the West Coast. We moved to Irvines Landing in 1999 and found *Encore* in Port Ludlow in 2000 (a 31' 1976 Bombay Pilot). The pilot house configuration, shallow draft, and roller furling we thought ideal for coastal cruising and exploration. We had no thought of racing."

They took the Power Squadron course in 2001 and joined up. Ian became an instructor. Then one day while out sailing listening to the VHF, Ian thought 'we could help' when we heard calls for assistance, so Ian joined the Coast Guard Auxilliary as well. Although not interested in racing, Ian does support sailing, and joined the GBSC and assisted Eliza Kinley with the 'learn to sail' courses for several years. Fay and Ian have been the Committee Boat for the Malaspina Regatta for a number of years.

While Ian and Fay were building their new home, they were unable to go sailing, but they hope to do more cruising in the years to come, having already cruised through the Gulf Islands as far south as Oak Bay and as far north as Princess Louisa and Bute Inlet.

Ian and Fay are the quiet backbone of many groups and we are lucky to have them as members of the GBSC.

Secret Cove Race

A total of ten boats showed up for the inaugural weekend race to and from Secret Cove on the 25/26th May. The conditions for the race were challenging on the Saturday with winds ranging 17-23

knots, and a rough sea state. Three boats decided to withdraw just prior to the start due to the conditions.

The order of finishing for leg 1 was: *Frendy* in 2 hours 6 mins, *Wings II* in 2 hours 12 mins, *Hraefn* 2 hours 35 mins, *Seven* in 2 hours 56 mins, *Peregrine* in 3 hours 12 mins, *Starlight* 3 hours 40 mins, *Encore* 4 hours 17 mins, *Infidel* 6 hours 20 mins.

Upon arrival all the boats tied up at Secret Cove Marina for the night. The afternoon was spent wandering around the docks and enjoying each others company and discussing each others boats.

For some reason, which is unclear, *Peregrine* became Party Central, and at one point there were 12 people and a dog onboard!!

The evening dinner was held at the Upper Deck Restaurant, and from overheard comments I believe that everyone enjoyed themselves.

It was a fun filled event which was further added to by the arrival by car of other family members, as well as the crews from two of the three boats which had withdrawn.

On Sunday we raced back to Pender Harbour under a blue sky with a steady wind from the south, which varied between 10 and 17 knots.

The finishing order for this leg was: *Frendy* 1 hour 12 mins 24 secs, *Seven* 1 hour 12 mins 42 secs, *Wings II* 1 hour 20 mins 51 secs, *Peregrine* 1 hour 21 mins 06, *Hraefn* 1 hour 25 mins 14 secs, *Starlight* 1 hour 48 mins 32 secs, *Infidel* 1 hour 48 mins 52 secs, and *Encore* 1 hour 53 mins, 25 secs. For the adjusted Race Results please visit the Garden Bay Sailing Club's web site.

On behalf of the Garden Bay Sailing Club I should like to express our thanks to Scott Rowland and the staff of the Secret Cove Marina and the Upper Deck Restaurant for making this a most enjoyable weekend.

This is the first Race Cruise that we have held and I believe that everyone thoroughly enjoyed themselves, and hopefully this will be just the first of many more such events.

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24th Malaspina Regatta

This is our major racing event of the year and it is only one month away.

It would be appreciated if you could let me know by return if you plan to be entering the race and how many will be joining you at the bar-b-q in the evening.

I can be contacted by phone at : 604-883-1199 or by email at davidtwentyman@dccnet.com

I realize that many of you may not know at this early stage but even an indication is better than nothing. These numbers are very important to help us make this another successful year both financially as well as making sure that there is enough food catered.

The format will be the same as in previous years, and a separate flyer will be sent out in the next week with the details. Once again please remember to share this Newsletter with all the family!!!

Summer Series

So far we have had a total of seven Races in this years series and have averaged just under six boats per race. The year to date results are:

Silver Bullet with 95.2 points,	
BC Navigator	85.0
Wings II	68.6
Peregrine	65.1
Pretender	55.8
Starfighter	47.3
Nesika	34.8
Infidel	15.0
Starlight	10.7

I would like to encourage all members to try their hand in these weekly Saturday races. You do not to have to get mixed up in the fray but just getting out there and seeing how you and your boats handle will bring knowledge and confidence. And it is a lot of fun.

Next Pub Meeting

The next meeting will be held after the race on **Saturday June 8th**. Please mark your calendars accordingly. There

are a number of items to be discussed and your participation would be appreciated.

Skipper's Corner

Something that crossed my mind prior to the start of the Secret Cove Race was an article in UK Sail's Newsletter, which I will quote:

“Collision Avoidance Advice- On the first day of the Long Island Sound IRC Championship the wind was blowing 15 knots with stronger puffs. Unfortunately for us, one of those puffs hit when we were ducking a starboard tacker. The collision occurred largely because our mainsail was not released fast enough to de-power the boat's windward helm. With the tiller up to the skipper's chin the rudder stalled while the boat kept going straight. Luckily no one was hurt on either boat, but there was a good amount of damage as our bow went on to the other boat as far as its steering wheel. Both boats ended up retiring from racing for the day.

My take on this episode is to aim for a spot a boat length behind the boat I am trying to duck, instead of aiming for the aft quarter. In windy conditions, don't even attempt to duck unless your main trimmer has the sheet in his hand and out of the cleat. If you do find your boat not turning down easily, stop fighting it and push the helm hard over so that you go into a crash tack. You may end-up with grumbling crew who have wet feet and a genoa that gets impaled on a spreader, but that is better than broken boats

The proper way to duck a boat to minimize your loss is to duck early, making only a minimal course change. Ease both the main and the jib and make a small turn down while the boats are 3-4 lengths apart. Large rudder movements are slow. Once

your bow is behind the crossing boat, trim in and then turn up above close hauled to take advantage of the lift off the back of the crossing boat's sails. You will have speed to burn since you'll have been reaching a bit going into the duck”.

Words worth considering.

Change of Race Day?

I have been approached by a few members who have suggested that the weekly race be held on Sunday at 2.0 pm, instead of Saturday. The reason for this is that a number of sailors have to drive up from further down the Coast and are also still working. This means that that if they come up to race that their Saturdays are almost totally taken up with sailing and leaves little if any time for family, loss of income etc.. A later Sunday start allows them time in the morning to get things done at home prior to heading to PH.

This subject is up for discussion at the next Pub Meeting and your thoughts and views are encouraged.

The other suggestion was to introduce Wednesday races, with the start around 4.30pm. There would be no marks and the course would be simple. Once again your thoughts would be appreciated.

We have tried **“Boomerang Races”** and they seemed to be popular. What is the interest in doing them again later in the summer?

Come to the Pub on June 8th and share your thoughts.