



SALTSPRING ISLAND SAILING CLUB

Tell Tales

VOLUME 25 : NUMBER 9 : NOVEMBER 2006

ANNUAL GENERAL MEETING

Tuesday, November 28th 2006
19:30

ELECTION OF OFFICERS
Your attendance is expected.

COMMODORE'S REMARKS

This is my last Telltales as your Commodore. Two years has flown by! I'm sure that you will be pleased with the nomination of Nick Hodson for my replacement. Nick has worked hard on behalf of the Club as Vice Commodore, which should result in a seamless transition. Norm Dinsmore (Rear Commodore), Bob Jones (Racing), Marc Lalonde (Cruising), John Wellingham (Dinghy), Bob Scott (Wharfinger), and Greg Harmeson (Secretary) are completing their rotations.

Nominations to fill the respective vacancies are Russel Logan, Gene Drzymala, Greg Slakov, John Pankhurst, Rob Irving, Hugh Preddy and Vicki Morrison.

Russel's extensive experience in law enforcement should be a good match for Vice! Gene, Greg and Hugh have been seasoned through working on the committee related to their areas. John has gotten a head start on the administration review mandate, which he will continue as a sitting member of the Board. Rob is a schoolteacher bringing lots of

experience working with kids, an asset for the Sailing School. Vicki's career as Executive Secretary at the school board level shall benefit us.

I'm sure Nick and the next Board can look forward to the same level of support all of you and my fellow Board members have given me during my tenure. Thank you!

Thanks also go to John Myers for taking on the Summer Duty Officer Program and Sam Sydneysmith for agreeing to steward the "Yellow Max". We still have jobs to fill, call me about the positions posted elsewhere in TT or other openings on 2007 committees.

The Board makes every effort to manage risk on behalf of the Club, so following an incident in our marina this summer; the Board felt it was time to audit compliance with the insurance requirement. Your cooperation in providing proof of insurance along with your annual payments is appreciated.

See you at the AGM on November 28th.

April Steel grailer1@telus.net

VICE COMMODORE'S REMARKS

Despite the appalling weather the fall clean up day was a success, we got a tremendous amount done and managed to complete most of the work list.

A big thank you to all those who turned up for a good soaking. Particular thanks to Norm Elliot for providing his truck and removing all of the garden waste yet again! Thanks also to Don Dashwood and Rick Laing for taking on the project of sorting out our storage in the upper shed. When this is completed we should be able to keep our inflatable safety boats in the shed rather than the parking lot for the winters.

This month we have had problems with a leaking and inoperable dishwasher. Thanks to Dave Arnott, Mike Byrne and Bob Reynolds it is now back in working order.

This is my last report to Tell Tales as Vice Commodore. I think we have made several noticeable improvements to the Clubhouse and Grounds over the last two years, and I would like to express my thanks to all those who have helped in this; particularly to the members of the House and Grounds Committee.

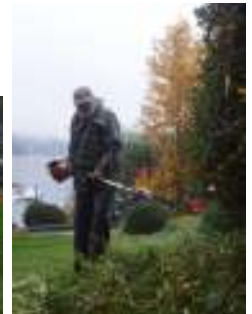
Finally, kudos to Mark Lalonde for the great new notice board in the clubhouse entrance. Looks good!

I wish every success to the next Vice Commodore

Nick Hodson



It poured, but about 100 members turned up and did an outstanding job



Nick Smythe and his super trimmer



Tree butchers



Doc Paynter singing in the rain



So much for the blackberry bushes



Derek & Jon



Tony's crew

REAR COMMODORE'S REPORT

There being no daytime tides low enough to do repair work on the grid until spring, it unfortunately will remain closed until then. We will attempt to do the work as early as possible so that everyone has a chance to use it before next season.

A diver inspection of the northern breakwaters has been done by Ken's Mobile Marine Services Ltd. There may be several solutions to the problem of the seaward tipping and we will be meeting with Ken and Island Marine Construction Services Ltd. to discuss possible solutions. Island Marine have also offered to give us some preliminary estimates on various approaches to the repairs that were indicated by our recent inspection of the pier.

On a happier note Sam Sydneysmith has kindly offered to take over the care of the "Yellow Max" speed sign boat. Thank you Sam.

The jobs on the docks were approx. 90% complete at noon on work day and those with work remaining have undertaken to complete the remainders on a dry day. A huge thank you to all who came out and worked so hard in such lousy wet conditions.

Finally a reminder that water will be turned off on or about November 30th so please plan accordingly.

Norm Dinsmore



STAFF CAPTAIN'S REPORT

The Octoberfest potluck was attended by 24 members. Thank you Jennie Barrio, Linda Reynolds and Joan Myers for helping in the galley. We had a little bit of nostalgia washing the dishes; the dish washer was out of order! (It has been repaired).

Linda's talents for decorating (we did help!) made everything look great, using all the fabulous fall leaves which seemed to be more colourful this year.

Though the numbers were small we had a great time and the food was excellent and varied.

The Commodores Banquet will be held on November 18th at 1800 hours in the Banquet room at Harbour House Hotel. I think everyone will agree the buffet dinner last year was excellent. We welcome you to participate in our black and

white theme (optional) to honour April Steele, our out-going first woman Commodore! Dance to SUNYATA, not too loud for those who like to hold a conversation without shouting!

Tickets are on sale at Artspring for \$30.00 per person, cut off date 4pm November 14th.

Mark your calendars for the Christmas party to be held on December 12th at 1900 hours.

Bring a present for our popular gift exchange - worth no more than \$10. You can also recycle or bring something home made. It is a fun evening, refreshments will be served and the bar will be open!

Jill Sydneysmith



The long awaited serious sewing machine, donated by Tanis & Nick Smythe arrived.

If you are interested in making sail covers and similar items please contact Susan Paynter at 653-9688 for details.

We are setting up a use-schedule. You must sign up for a mini lesson in how to use it, and is for experienced sewers only. There is a \$20 charge for each project.



Jon Healey is telling stories again

WEATHER FORECASTING

The October 13th combined Power & Sail Squadron - Sailing Club presentation on weather forecasting was enjoyable and well attended.

Hamish Simpson from Environment Canada gave an informative and humorous explanation of how marine weather forecasts are arrived at.

There was also a fair amount of eating going on; and no wonder, with such a selection of goodies.

FROM THE EDITOR

In this edition we feature an *Op-Ed* about the proposed DOT sewage regulations.

Members' contributions of similar items as well as *Letters to the Editor* and suitable photographs are encouraged. Submissions may be left in the TellTales maildrop at the clubhouse, or preferably, emailed to poiuytrewq@saltspring.com

TellTales is published monthly, September - June.

A full-colour PDF version of TellTales is available on the club website:

<http://www.saltspringsailing.ca/>

Deadline for submissions to the next edition is

Friday, December 8, 2006

FREE RADAR

Leon Aptekman has replaced the radar on *RITA VERA*. If you want it, it's yours. Leon's number is 537-5669

Looking for some enjoyable reading?
Try
http://www.saltspringsailing.ca/pages/cruising_tales.html

WHO'S WHO

Our club has around 200 memberships - representing close to 400 faces! Unfortunately I, for one, don't know them all by name! Here are two long-standing members.....

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

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



Arlene Dashwood



Mike Byrne



Jamie & Sherri Mcdonnell



Meet Paul Martin, captain of *TANTIVY OF HAYLING*

NOMINATING COMMITTEE'S REPORT

The following members have been nominated by the Nominating Committee to serve on the Board of Directors of the club for the next year 2006 - 07, in the positions stated. They will be proposed at the Annual General Meeting to be held at the clubhouse on Tuesday, November 28th, 2006.

Commodore	Nick Hodson
Vice Commodore	Russel Logan
Rear Commodore	Gene Dryzmala
Fleet Captain, Racing	Greg Slakov
Fleet Captain, Cruising	John Pankhurst
Fleet Captain, Dinghy	Rob Irving
Staff Captain	Jill Sydneysmith
Wharfinger	Hugh Preddy
Secretary	Vicki Morrison
Treasurer	Norbert Schlenker

According to Bylaws 11d) and 11e), when called for by the Chair of the Annual General Meeting, further nominations for any of the above positions may be presented to the members for election. Nominations from the floor will only be accepted if the nominee is present at the Annual General Meeting and has a proposer and seconder.

Russ Crouse (Chair), Arlene Dashwood, April Steel, Bryan Zapf



Sailing in the freezing winds and pack ice of Antarctica.

HELP WANTED

Event Hosts

Assist the Staff Captain by acting as host and organizer to any of our social events. Some follow a "script", some are carte blanche, be it Christmas, Salmon BBQ or your call, put your signature on it!

Volunteer Coordinator

Individual to "staff" ad hoc positions and jobs. Place appropriate ads in TT, coerce, sweet talk/bribe to match members interests to the current and changing needs of the Club.

Several interesting and fun ways to accumulate your 20 hours of club volunteer time!

Contact April Steel for particulars at 537-4207 or grailer1@telus.net.

WHERE, OH WHERE HAVE THE LONG TRUNKS GONE?

Has anyone seen the elephant wall hanging that used to be in the men's washroom?

Please look around to see if it has been misplaced

Susan Paynter 653 9688

CRUISING

In past years club Cruise Captains have put much time and effort into *organizing* club cruises. One of the priorities has been to give new members, who may have limited experience, an opportunity to accompany someone who *knows the way*.

Sometimes this has worked well, but often cruises have been less than rewarding for the Cruise Captain. Experience suggests that captains resist attempts to organize them!

This year a more *lassaiz faire* approach was adopted. Members simply joined someone they heard was going where they wanted to go. It worked out pretty well and two informal groups headed “north”; the favourite destinations being Desolation Sound and Broughton Archipelago.

Desolation Sound refers to the group of islands to the north-east of Campbell River.



The Broughtons are north-east of Telegraph Cove. MacKenzie Sound is in the upper centre.



Advice to *hesitant potential cruisers*: If you'd feel more comfortable in a group, ask around; keep your ears open. If hear of someone you would like to join, ask if they mind you coming along.

The next photo is from Linda Reynolds from a cruise with Blue Peter, Khadine, Fanfare, Kanga, and Almucantar. Here we see the group enjoying themselves near Ballet Bay, Blind Bay, Nelson Island.



Three club boats at the end of MacKenzie Sound. They are Sea Hawk, (Jim & Raymonde Linklater), Ruby drue, (Russell & Carol Logan) and Shaunsea (Lorne and Colleen Shantz)

Shaunsea and Ruby drue spent the summer cruising the Broughton's together. They were joined at different times by other club boats including Sea Hawk and Nesika.



Photos and information by Coleen Shantz

The good looking couple are Lorne Shantz and Russell Logan. At Pierre's Bay they have a pig roast every Sat. night and it involves costumes. Some of the costumes are pretty good.



TIPS FOR CRUISERS

- * Brass cleaner: 4 tsp salt, 2 tsp flour and white vinegar to make a paste.
- * Bay leaves in dry staples discourage vermin.
- * Wrap limes or lemons individually in foil to keep them fresh.
- * Vinegar in the head helps to prevent mineral deposit build up.
- * A good egg will sink in water - a bad egg will float.
- * Spices keep their colour and flavour longer

COMING EVENTS



**Your invitation to the
Commodore's
BLACK & WHITE
Banquet**

Saturday, November 18th at 1800hrs.
Harbour House Hotel
Tickets: \$30.00/person available at ARTSPRING
by November 14th, 16:00

ANNUAL GENERAL MEETING

Tuesday, November 28
19:30

Officers' Reports, Financial Report, discussions,
and most importantly.
ELECTION of BOARD OF DIRECTORS

Your attendance is expected



XMAS PARTY

Tuesday, December 12th
19:00

Our usual hilarious gift exchange



THE CASE OF THE INVERTED LOGO

Some of you more sharp eyed readers may have noticed that in the last issue of TT the elephant in the logo was facing to the right instead of to the left. You did notice that, did you not?

When the colour proof version of the initial file was run off on the printer at Applephoto, everything looked as it should, but when the black and white run was started it was sent to a different printer which turned the elephant on its head! When this was noticed we turned the logo, as it appeared on the screen, upside down and made another copy in which it was still inverted. At this point frustration started to creep in. We rotated, inverted, flipped and generally tried everything – and voila!; suddenly the logo appeared the right side up, and we proceeded with the run of 200 copies... only to later notice that the elephant was facing the wrong way.

Ed.

CALEBDAR

November 2006

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		

Tuesday, November 7th
19:00 Board Meeting

Saturday, November 18th
18:00 Commodore's Banquet

Sunday, November 19th
12:00 Race: Season's End
16:00 Social, Racing Awards

Tuesday, November 28th
19:30 Annual General Meeting

December 2006

S	M	T	W	T	F	S
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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
31						

Tuesday, December 5th
19:00 Board Meeting

Friday, December 8th
Deadline for TellTales submission

Tuesday, December 12th
19:00 Xmas Party !



Fogbanks roll in over Second Sister Island.

NEW REGULATIONS WRT SEWAGE DISCHARGE

The first part of this Op-Ed was written (by yours truly) in early September

The Department of Transport is going to change the regulations pertaining to the discharge of sewage from pleasure craft.

I do not know how many small, private sail and motor boats are to be found in BC waters; but I suspect there are probably around ten thousand... sailboats of various sizes ranging from 15 to 40 feet in length, cabin cruisers, large yachts (known by some of us as "Gin Palaces"), little "put-puts" and so on. All these boats need some way of disposing of human waste.

The most modestly equipped pleasure boats use a device called a *porta-potty*, the contents of which is usually dumped into the ocean. Most small craft have *heads*, and some of these also pump directly into the ocean. The majority of others, like my boat, have *holding tanks* which store deposits for discharge at appropriate locations such as areas with high tidal flow, as opposed to confined harbours like Ganges. Holding tanks may also be pumped into the local sewer where such pumping facilities exist. Holding tanks typically have a capacity of a few days use; usually less than a week depending on the number and appetites of the crew

A *Fermi calculation* can be used to put some scatological assumptions into perspective by comparing the discharge of 10,000 pleasure craft (which probably spend an average of a week or so each of annual use) with the contribution of around 130,000 seals in BC waters,

Let's see now.... 10,000 boats x 7 days x 3 people x 1 kg(?) = 210 tonnes.

Compared to 130,000 seals x 365 days x 1 kg(?) = 47,500 tonnes.

And that doesn't take into account the excreta of many millions of fish, seabirds and whales, not to mention the volume of raw sewage deposited annually in Juan de Fuca Strait by the City of Victoria. In the case of the latter, perhaps 500,000 x 365 days x 1 kg = 183,000 tonnes. Plus or minus.

The numbers are, admittedly only ballpark figures.

I think it would be fair to say that pleasure boats have a comparatively negligible impact on coliform content and biological oxygen demand (BOD) of the ocean. In fact, I am willing to wager that St. Mary Lake from which I and others drink daily has a lower quality according to these criteria than Trincomali Channel where I and many others activate our macerators.

In recent years we have seen the installation of a few pump-out stations in key areas. For example, in Ganges the Harbour Authority has a pump-out station. By applying to the Harbour Master and paying a \$5 fee, a pleasure boat may extract the contents of its holding tank and have it blend with the effluent from Ganges Treatment Facility prior to being discharged into Captain's Passage between Long Harbour and Prevost Island. I don't know how many of these pump-out stations are to be found in BC waters, but I suggest there may be a dozen or two between here and Alaska.

The federal regulations now being proposed stipulate that holding tanks must be pumped out at a designated facility or alternately discharged only from a point at least 4 miles west of Vancouver Island in the direction of Japan.

Further, a logbook must be kept on all small craft in which all discharges are recorded. These must include the receipt for the \$5 paid to the pump-out station or a latitude/longitude record of the location together with vessel speed and heading at which this act of planetary degradation occurred, if elsewhere.

I submit that these proposed regulations are silly, they address a non-existent problem, and are certainly not enforceable.

Fast forward to early October

The regs as initially drafted stipulated that holding tanks could only be pumped out several miles off the west coast of Vancouver Island and that each vessel had to maintain a logbook recording location, time, direction of travel and vessel speed whenever effluent was discharged. This, despite appearances to the contrary, was not intended to be a joke. The actual document is supposed to be available at: canadagazetteducanada.gc.ca/partI/2006/20060617/html/regle10-e.html

....except that at the time of writing the DOT computer seems to be "down" and refuses to let me read the actual original document. But....

... today (October 3rd) as a result of a specific request, I received from Transport Canada the latest *Regulatory Impact Analysis Statement* which to me, at least, indicates that there is some re-thinking going on. I quote in part:

Discharges of untreated sewage would be subject to the following conditions:

* "No discharges within 3 nautical miles of shellfish growing areas, drinking water intakes or designated sewage areas."

* "Any discharge should be while the boat is underway at the fastest practical speed..."

* Etc. etc.

I think this suggests that Ottawa is under the impression that some BC coastal communities drink *salt* water, that I have to keep myself current about oyster farm locations, that dumping should take place at high speed (20 Kt or 35 KPH?), and I must not be within a "designated sewage area" such as near the Victoria sewer outfall.

This is an obvious improvement over the earlier proposal that required me to dump at the edge of the continental shelf.

Stay tuned.

PS: You will find reformatted (much easier to read) versions