



SALTSPRING ISLAND SAILING CLUB

TellTales

VOLUME 26 • NUMBER 1 • JANUARY 2007

COMMODORE'S REPORT

I would like to start by wishing everyone a Happy New Year and safe boating in 2007.

Unfortunately I was away for the New Years Day Hot Rum Race and social, but I understand it was very well attended & enjoyed by all.

Although we are only one week into the New Year, your Board of Directors and the Round Salt Spring Committee have already held meetings and are well on the way to planning for the year to come.

As usual for this time of year we are about to review the Club's Long Range Plan; if anyone has any matters they wish to be raised in this context, please let me know.

Despite the severe weather and power losses we have been enduring recently, the docks and boats seem to have survived well, although I have heard reports of one couple trapped at the club by the fallen tree on Douglas Road.

We are still looking for more volunteers to take a turn at manning the bar at our social functions. To do this you need the Serve It Right certificate. This is relatively easy to obtain, and the club will happily pay the fee for any member willing to apply.

Don't forget the Meet and Greet Social on 23rd January. This is a great opportunity to meet and get to know our new members, and I would encourage you all to come.

VICE COMMODORE'S REPORT

I would like to thank Nick for handing over the keys to a well maintained clubhouse and grounds. I look forward to the coming year as your Vice Commodore.

Thanks also go out to my new committee members for their future sacrifice and hard work! Especially our newly designated Clubhouse Event Coordinator, Susannah Devitt, who is looking forward to discussing your event plans. She can be contacted at 537-2570 and the event calendar is posted on the clubhouse bulletin board.

We are all indebted to John with BC Hydro for putting us on priority status after the December storm. Due to his dedication the fallen trees were removed and power was restored just in time for the Christmas Party.....my first emergency and disaster averted! We did, however, sustain some damage - a minor roof leak and a fallen tree. Roof repair is pending and the tree is being removed by member Bob Reynolds.

As we enter the New Year I welcome any suggestions and comments from members regarding the upkeep of the grounds and clubhouse. I can be contacted by leaving a note in the Vice Commodore's box or email at logan2bc@telus.net

Looking forward to a Great '07!!

Russell Logan

Help Wanted BAR CAPTAINS

Individuals needed to "host" the bar at Club socials. Run/staff the bar, purchase beer and wine stock plus related supplies. Obtain Special Occasion License and handle cash. "Serve It Right License" an asset but easily gotten.

A fun way to put in some volunteer hours and socialize. Call April 537-4207.

CALENDAR

Country & Western Meet & Greet

Tuesday, Jan 23rd, 19:00

Wine & Cheese social to
welcome new members

Western garb encouraged.
Dust off those 10 gallon hats & boots.

January 2007

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	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	31			

- 1 Mon 10:30 Hot Rum Race and Social
- 2 Tue 19:00 Board Meeting
- 21 Sun 10:00 Ground Hog Day Race
- 23 Tue 19:00 Social Meet & Greet

February 2007

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				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			

- 4 Sun 10:00 Ben Mohr Rock Race
- 6 Tue 19:00 Board Meeting
- 9 Friday 22:00 TellTales deadline
- 14 Wed 18:30 Skippers' Choice Pot Luck
- 18 Sun 10:00 McMillan Trophy Race
- 27 Tue 19:30 General Meeting

Skipper's Pot Luck February 14th



Bar
18:30

Dinner
19:00

REAR COMMODORE'S REPORT

Norm Dinsmore's excellent & tireless work as Rear Commodore 2005-2006 was recognized with him receiving the Commodore's Award this year. The standard he set is high, and I will endeavour to do my best to maintain it.

Together with Ken's Mobile Marine Services Ltd. and Island Marine Construction Services Ltd., it was determined that removing marine growth from the northern breakwater will be the 1st. step toward solving the problem of seaward tipping. Ken's company has been contracted.

Response has been good in forming the foreshore committee and I look forward to working with you all.

Thank you Norm for agreeing to stay on, as part of this committee. Your guidance will be greatly appreciated.

Our docks fared the recent storms very well. Thanks to everyone for securing your boats well.

Gene Drzymala

STAFF CAPTAIN'S REPORT

Happy New Year to everyone!

The Christmas party was well attended by about 65 members. Our Past Commodore April Steel acted as Santa's Elf with pizzazz in her green tights, especially ordered from the North Pole! Her red runners and red costume completed her Elf image!



The varied gift swapping was hilarious with some coveted ones being lost to someone else. This happened to John Myers numerous times but he did eventually end up with his original one!!!

I would like to thank Jennifer Healey, Jenny Barrio and Sylvia Greenwood for helping with the decorations. Susan Paynter for shopping for the munchies and the cleanup gang Helen Johnson, Jean Howell and Jackie Melzer and once again the dishes had to be washed by hand because the dishwasher was still out of order. I promise you it HAS been fixed now!

WE WOULD LIKE TO ACKNOWLEDGE
SALTSPRING SOAPWORKS AND SALTSPRING
WINERY FOR THEIR DONATIONS TO THE
CHRISTMAS PARTY.

There was a great turn out for the Hot Rum Race, around 70 members attended. A huge thank you to Sandi Ballantyne and Susan Paynter for running the event for me while I was away and thank you to all the galley slaves for helping them with the clean-up. Always a big job.

The New *members Meet and Greet* on Tuesday 23rd at 19:00 hours will be hosted by April Steel. I will be looking for volunteers to help in the galley.. I can be reached by phone 537-1007 or email treetops@uniserve.com

Looking ahead the Skippers Potluck will be held on Wednesday February 14th.

Jill Sydneysmith

FLEET CAPTAIN RACING'S REPORT

We had 11 boats out for the New Year's Hot Rum race, and although the wind was light at first, and in fact died out for a while, a brisk SE breeze brought us all home in fine style.

Congratulations to Roger Kibble in ELECTRA who took line honours. For further results and photos, please visit the club website, which continues to be sophisticated and informative thanks to Larry Shetzer.

We had two new boats out on New Year's day, Jeremy Milsom's Nonsuch 22 LILY and Drew Thorburn's Juneau 43 GEISHA (soon to be QUESTO).

Thanks to Jim and Sandi Ballantyne, Susan Paynter, and the kitchen crew who provided a delicious pie lunch with Hot Rums to all who attended.

As for the remainder of 2007, it may surprise you to know that the club has traditionally each year offered 21 different race events, not including Summer Wednesday nights! We are keeping all these events, with the addition of my personal pet project - dinghy races for all members (not only "racers"). Dinghy races will be run during summer and will coincide with the planned Friday Pub Nights. Imagine the fun, and watch this space for further news!

Another goal is to have open houses on the various boats after selected races this year. The boat owner will give a tour of the boat, including running and standing rigging, sails, special or unusual features, tricks they have learned, things they would correct... you get the idea. Then we would all gather round and continue our fine tradition of whiling away the post-race afternoon in pleasant company. Ole Andersen has volunteered to put on the first "open boat", which will occur on February 4 on the docks after the Ground Hog Race. If you would like to present your boat, please let me know, and I will put you down for the race day of your choice.

The next race is the Ben Mohr Rock Race on Sunday January 21, with a skipper's meeting at 10:00. I invite *all* sailors to bring their boats out on the 21st, and join the fun. The goal is just getting out on the water, and racing provides all the excuse you need.

After this race, we will head straight up to the Clubhouse for the 2006 Awards Presentations. We will probably order in pizza. This is a rather entertaining event, not to be missed. We will provide further details by email.

Finally, there will be a Ground Hog Day Race on Sunday February 4, with breakfast served in the Clubhouse at 10:00 (for a small fee to cover expenses). I recall last year's breakfast fondly, and I expect this year to be successful as well.

Good Luck and Great Sailing!

Greg Slakov

FLEET CAPTAIN DINGHY'S REPORT

Happy New Year to all.

Summer sailing school is still a ways off but in the next few months I'd like to gauge the level of interest for offering an adult sailing school in the latter part of May and into June or perhaps just in June. It could be set up for evenings, weekends or a combination of both, depending on what works best. Obviously most of the sailing club members know how to sail but some power boaters may be interested, and friends, family, acquaintances, etc. might wish to learn.

Any "new" adult sailing school graduates could then use their skills in dinghy races during the summer. Any interested parties can contact me at rirving@telus.net or 538-0992.

Rob Irving

THE SECRETARIAL CORNER

A busy month for all Board Members, but the learning curve is not quite as steep as it was and, speaking for myself, I think I am making progress and becoming more organized. Sure good to have others willing to advise and assist.

SISC accepts, with regret, the resignation of Barbara Freitas and Dick Kippenall; and also the resignation of Mr. Harry Warner. Their time and service to the Club in the past was much appreciated.

At the January 2/07 Board Meeting the application for Regular membership for Bill Wilson/Lynda Ardern was approved. They were associate members since 2005 and now make their home here on Saltspring. Bill and Lynda have a Jeanneau 45.2 sailboat, *TANGAROA*. Please welcome them as Regular members of our sailing club.

Vicky Morrison

HISTORICAL NUGGET

The Place: Van Isle Marina.

The Time: 1:30 PM, January 1, 1976.

The Event: The Saanich Peninsula Sailing Association's New Year's Day dinghy races.

Her several competitors, to their sorrow, woefully underestimated her. But she was loaded for bear. First she shot down Eric Jespersen, well-known (later Olympic) sailor. Then the SPSA put Karen Jespersen, sister of Eric, into the fray. She wipped Karen real good.

So, in desperation, they put in Bent Jespersen, venerable sailor and boat-builder, and father of Eric Jespersen. She promptly cleaned Bent's clock, twice over.

Who was she?

Jeanette Larson, 17-year old Fleet Captain of the SISC dinghy section, one-time club treasurer, builder of her own boat (a Sabot, called *PINK PANTHER*) and one of a bevy of outstanding junior sailors our club has nurtured through the years. Oh, by the way - Jeanette placed **first** in all three races. It was her place, her time and her event.



Thanks to Lawrie Neish for bringing yet another SISC historical nugget to our attention.

PLAN AHEAD !

Mark your new calendar. July 14 and 15 we will be holding an unofficial first ever Salt Spring Island Sailing Club rendezvous at Pierre's Bay in the Broughtons

Lat 50/46/25 N

Long 126/28/85 W

All are welcome. There will be a pig roast Saturday night and who knows what else.

Further information will follow in the months to come. Watch Telltales! Any questions? Contact Colleen or Lorne Shantz at 537 2483

FOR YOUR INFORMATION

As a follow-up to my item on proposed sewage discharge regulations in the last issue of TellTales, a number of people have asked what the latest "poop" is. Please excuse the pun. I could not restrain myself.

As of this writing the DOT appears not to have made any final decisions. There are a couple of things to keep in mind.

The first is that for reasons that escape me, the powers that be seem to be committed to the notion that any regulations must be uniform across the country. Whatever the rules are for the Great Lakes must be the same as for BC coastal waters.

Secondly, it may take a long time before whatever regulations are adopted come into effect. There is also the problem of enforcement.

Thirdly, like with everything else in this blessed land of ours, there are overlapping jurisdictions to complicate matters. The Department of Transport may have jurisdiction over tidal waters in general, but the Federal Parks people will make their own rules about what you may or may not do in the vicinity of their parks. So, for example, they have hinted that they would like to see a prohibition on discharging grey water (from your sink) while at anchor at Portland Island. As a matter of fact they are also considering prohibiting anchoring in certain places because of the disturbance to bottom dwelling organisms. This despite that fishing by dragging is still practiced. In the meantime many harbour authorities like Nanaimo and Vancouver have their own rules, independently of the DOT.

Fourthly, despite common knowledge to the contrary, at this time you are, as far as the DOT is concerned, at liberty to empty your holding tank in Ganges Harbour. You may not feel good about doing so, and I don't recommend it, but it is not against DOT regulations. In fact, the only places in BC tidal waters that the DOT, *as opposed to local harbour authorities*, prohibit sewage discharge is on Cortez Island, Smugglers Cove and Montague Harbour. I have placed some maps showing these exact locations on the club website - www.saltspringsailing.com - look for "No Discharge Zones"

Find all this hard to believe? Read all about it at: <http://www.tc.gc.ca/acts-regulations/GENERAL/C/CSA/regulations/090/csa091/csa91.html>

OLD SALTS - AND NEW SALTS

When you meet these people around the club, greet them by name !



Catherine & Bo Curtis



Flo & Jim Ganderton



Jon & Jennifer Healey



New Member
Jeremy Milsom.

HAPPY NEW YEAR

2006 - 2007



New Year's Eve found *AQUARIUS*,
ALMUCANTAR, and *GYPSY* in
Montague Harbour....



... Where the arrival of 2007 was
celebrated with good food, good wine
and good company.



On our way back we saw the
racers racing in the rain :-)

.....

... and in the clubhouse kitchen.....
... were smiling people with lots of goodies... and hot rum!



Jennifer Barrio, Colleen Shantz, Sandi Ballantyne, Jennifer Healey, Jackie Melzer, Susan Paynter

CLOUDS



Mount Maxwell. Photo taken from Maple Bay in November

SNOW



MUD



When we get a downpour, the creek beside the club contains a lot of mud. In the first picture you can see the *mud line*. The second picture illustrates how the mud spreads out in front of the club.



There was a little space left over on this page, so I thought I'd include a picture of my new boat - *Ed*

A TRIBUTE

(by email)

----- Original Message -----

From: [Kevin Bannon](mailto:Kevin.Bannon@telus.net)

To: grailer1@telus.net

Sent: Thursday, November 02, 2006 10:35 PM

Subject: appreciate the SSISC web page thank you.

SISSC has a special place in my heart. Frank Bannon, my late father was an active member from about 1980 till around 1990. During my frequent visits from my home in Seattle to SSI, we'd make several "wharf inspections" accompanied by first mates Hogan and his successor Duke, checking the lines of *VIVIAN*, and making many sails to make sure the gear was still in order. I especially enjoyed *Float House to Club House* and *Rising Tide, Floating Concrete*.* (see footnote) Particularly touching were the two pictures of Dad at work on the floats. If I'm not mistaken, Dad was honored as float captain or maybe even a Rear Commodore his last year. If you can verify, I'd be grateful. In any event reading from your page re-connects with a fine place in time and warm state of being. I thank you for making that possible.

I noticed you like to collect stories about cruises. I thought it would be fun to share a particularly fond story of a Hot Rum Race a long time ago. In way of background Vivian, Dad's 35 foot sloop, was a home built craft. She was also very stout, beamy, with a huge amount of ballast, heavy rigging, rather deep draft, and bottomed out with full length keel. She was far better suited for rounding the horn than racing the waters around Salt Spring with those light variable winds and shoaly waters. She would have made a splendid ice breaker or ram ship. Indeed Vivian could spread panic on deck if Dad brought her to dock a little too fast. Though Dad competed in almost every race, his boat was never very competitive. Boats like *BENBOW*, and *YEOMAN OF CESTRIA* easily and quickly showed *VIVIAN* their heels.

As you know there is another side too. You sometimes get some real howlers. I remember on one trip the Ferry took something like 20 minutes to dock at Otter Bay (do the Tsawwassen Boats still stop at Sturdies Bay, Otter Bay, and Village Bay before steaming to Long Harbor?) as yawl and back chop kept tossing her off approach line. We were really tossed around that trip and others too.

Well this New Years was one of those howling days. As is so often the case the wind just can't blow...oh no! It teases you with a few minutes of calm. Then strikes like a kick with steel toe boots. Then just as fast it blasts you from another direction.

This was just such a day. At the start conditions were blustery but somewhat moderate so everybody had their full rigging. There might even have been a Spinnaker or two for that matter. In any event and as you well know, when the horn sounded the start, there was that all so beautiful formation of billowing sails and sleek hulls heading south.

The first sign that this day was going to be different was *VIVIAN* being competitive for once reaching out of the harbor. As soon as we left the land shadow, things got interesting. The wind picked up markedly. Almost all the boats were having severe problems. They were carrying too much sail and being on a downward tack couldn't luff up. Some boats were releasing all lines. Some were trying to change sails. Many were at perilous heels. There may have been one or two with some rigging failure...just can't recall right now. Anyways it was quite a scramble and quite a sight to behold.

Meanwhile, the only change Dad made on *VIVIAN* was a single reef on the main. He didn't even lower his genoa merely adjusting its trim just so slightly. Most of the time *VIVIAN* would heel around 12 degrees. This trip I think we may have hit 16. It was quite a sleigh ride though. A fun one. The first time I'd ever been on *VIVIAN* making hull speed. What was eerie was we out there in that nasty bay and we were as stable as a pier, albeit a pretty fast one in that sea of troubles. We passed boats right and left. It was a real adrenaline rush. The south corner of the course is I believe by Bat Rock. Correct me if I'm wrong it's been a few years. We jibbed it flawlessly and in another first made decent leeway upwind! Back into the harbor and first across! Oh wow! As I understand it we were DQ'd. I heard the south buoy drifted and though we rounded it we technically shorted the course because it drifted up from its established location. Maybe I'm wrong. Maybe the race was simply called. Either way the outcome was the same. No trophies for *VIVIAN*.

In the scheme of things it's no big deal. It was a hell of a sail, and a wonderful memory for all of us. I think just to have *VIVIAN* in her element in front of his buddies and she did shine that day in that dirty weather like a 500 carat diamond on the bed of a mucky river, made him complete too. Oh – did I mention that there was plenty of hot rum and soup, (and incredible yarns) in the club house too? ...and we could still watch the Rose Bowl on TV (it's a Yank thing you know...) It was quite a day.

Some of the old timers still around like Dick Pattinson will also recall Dad's *PIPEDREAM*. That one is worth a book! Have to share that one some day.

Post script:

Dad also made a mark at the Oro Bay Yacht Club (Anderson Island, Washington...Tacoma Yacht Club has a facility next door...highly recommend you visit) ...another volunteer outfit and he helped build another batch of floats there too. Dad passed away in March, 2002. He'll appreciate a dip of the ensign when sailing past 47 08 324 N 122 40 153 W. (just south of the Tacoma Narrows) That's were we last drank to his health and that's were his earthly remains joined the sea. One wonders if there ever was any physical separation of the two elements. Dad was also active in the Royal CDN Legion. He marched to the Cenotaph across from the Ganges fire station every Remembrance Day. He always remembered. It wouldn't be right to close without remembering all the sailors steering to the heavens.

[Footnote: * the explanation of these terms can be found at the History section of the club website - Ed.]

FROM THE EDITOR

TellTales is also available in full colour, .pdf format at the club website: www.saltspringsailing.ca

Deadline for submissions to the February issue is Friday, February 9.

You too can be a published columnist/journalist by submitting an item to TellTales. If you are interested in journalism or desktop publishing, we are willing to train an apprentice editor. No experience needed. Please apply to telltale@saltspringsailing.ca