



SALTSPRING ISLAND SAILING CLUB

TellTales

VOLUME 27: NUMBER 2: February 2008

COMMODORE'S REPORT by Nick Hodson



The Special General Meeting on 26th February will be an important date, as we propose to change the Club's constitution. The details of the proposed motion are set out separately, but I feel I should provide some background to the Board's actions.

Last year and again this year the club has rented space at Shawl Bay marina as an outstation. This was well supported by the membership (4 to 1 at the vote this year); however one member accused the club of acting outside of the constitution in this decision. At present the constitution limits the club to "*foster and promote interest in cruising and sailing in the waters off the Gulf Islands, British Columbia*". The Board took legal advice on the matter and were told that technically, indeed we were in breach of our constitution, but that this was acceptable provided that the membership was aware and in favour of the action. This breach would include the outstation, but also many other activities including most of our reciprocals. The preferable solution would be to amend our constitution to reflect the club's present activities. I am sure there will be much discussion of this at the SGM so I urge you to attend.

The new Yearbook is now available in the clubhouse, together with your membership card. Please collect it soon. Many thanks to Per and Lynetta Rasmussen for the great job they have done in putting this together. Thanks also to Bruce Coney for handling the advertising and Jim Spencer for producing the membership cards.

Hopefully, by the time you read this, the delayed work on the pier will have started. A small group has been working hard in the background to design and construct a small gatehouse on the new pier. Lorne Shantz has provided an artist's impression of the proposed structure, which is posted on the main notice board. This will be a great improvement on our previous gate arrangement, and we will be replacing locks to the clubhouse to coincide with the new gate. The new locks will have "uncopyable" keys to improve our security; however, this will mean that we shall require a refundable deposit for the new keys. Some of the new locks will also have a key pad so that reciprocal visitors will not require a key.

nickhodson@saltspring.com

Notice of Special General Meeting—26th February 2008

At the Special General Meeting on **February 26th** a motion will be presented to amend the Club's Constitution, as follows:

"That part 2 of the Salt Spring Island Sailing Club's constitution be changed to read:

The purpose of the club is:

- a) *to foster and promote interest in cruising and sailing, and*
- b) *to develop seamanship and a knowledge of navigation."*

There will be opportunity to discuss the motion at the meeting. (Agenda page 12)

All members are urged to attend.

REAR COMMODORE'S REPORT

by Gene Drzymala

Due to delays of material delivery, the Pier Reconstruction is scheduled to begin on the 12th of February.

With great help from Rick Bissett, supervision by Bob Reynolds and our diligent work party consisting of Norm Dinsmore, Derek Barrio, Doc Paynter, Harold Brochmann, Mike Ablitt and Nick Hodson, the power cables and associated electrical equipment were relocated in one day, resulting in "power off" of only a couple hours.

We are now ready!

The final temporary dock connections and gangway installation will be done by Island Marine, to allow us the use of the present pier as long as possible.

We've had very few reports of GFI problems this winter, in comparison to last year. Are we keeping the plug-ins dry and clean? Please check. Thank you.

Thank you all for volunteering.

Everyone, please be careful on the "Temporary Access Docks".

Weekly access times will be as follows:

Monday through Friday

- prior to 08:00
- from 12:00 noon to 12:30

- after 16:30

Saturday and Sundays

- no restrictions of access

"REMINDER"



February 2008

| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
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| | | | | | 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 | |

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|------|------|--------------------------------|
| 5th | 1900 | Board Meeting |
| 10th | 1030 | McMillan Trophy Race |
| 14th | 1800 | Skipper's Choice Potluck |
| 24th | 1030 | Race—Prevost Island |
| 26th | 1900 | SPECIAL GENERAL MEETING |

March 2008

| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|-----|-----|-----|-----|-----|-----|-----|
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| 2 | 3 | 4 | 5 | 6 | 7 | 8 |
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| 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| 30 | 31 | | | | | |

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|------|------|--|
| 4th | 1900 | Board Meeting |
| 8th | 1030 | Spring One-Day Regatta |
| 18th | 1900 | Social—After-Dinner "Goodies" - Mech Family |
| 30th | 1030 | Race—Walker Rock |



TEAR and POST-IT sheet

VICE COMMODORE'S REPORT

by Chris Gadsby

Work continues in a number of areas in preparation for the pier reconstruction and progress is being made in terms of the new gatehouse, locking system, security measures and other matters.

An enthusiastic meeting of the House-and-Grounds Committee was held January 15th and a broad range of topics related to the pier upgrade, the clubhouse and the grounds were discussed. Specific projects, priorities and timelines were discussed in detail and several new initiatives are underway at this time.

A follow-up meeting is to be held on **Tuesday February 19th**.

Thanks to all who attended for some excellent input and subsequent follow up.

The building and grounds have been inspected by the Saltspring Fire Department and an Arborist both of whom commended us for our safety/maintenance measures. A further fire inspection will be held once the pier is completed.

All booking arrangements for tents, toilets etc. for Round Saltspring have been made with suppliers and the water problem in the junior sail-locker has been solved for the short term. The current drainage system appears to be adequate barring another rapid snow melt .

A "Lost-and-Found" Box has been placed on the top shelf in the basement and all outstanding dishes, sun hats etc. have been placed there. Please check to see if anything belongs to you.

Remember to contact Susannah Devitt (537-2570) for all club activities to avoid any possible double bookings. Please do not write entries on her posted calendar.

More specific updates next month.

STAFF CAPTAIN'S REPORT

by Jackie Melzer

Whoever said, "What is there to do on your island in the wintertime, it must be awful boring", how wrong they are. Sometimes we have so much going on that we have conflicting dates and have to decide which one to attend. Well, I hope you pick these two events that the Sailing Club is presenting in February and March:

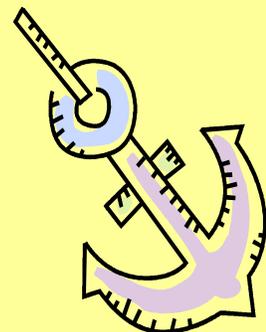
Candace Brochmann and Sally Plunkett are hosting the Skipper's Choice Potluck Dinner on **Thursday, February 14th**, and the Mech family will present a slide show of their 2001-2006 off-shore cruising adventure on **Tuesday, March 18th**. (see announcements on page 16)

Jenny Barrio hosted the Meet-and-Greet Pub Night held on January 25. I would like to thank Jenny and all the volunteers that were involved in this event.

CRUISING NEWS now available on www.saltspringsailing.ca

Jon Healey with the assistance of Larry Shetzer (our web-page guru), have done an outstanding job at updating the Cruising Section of the Club's web-site. "This is a work in progress and in the end we hope to have complete cruising information on the site" remarks Jon. "Check in often to see how things are progressing."

Suggestions and information related to cruising are always welcome. Leave a message in the Cruise Captain's mailbox in the clubhouse or email - ssicruise@yahoo.com



Report on Meet-and-Greet Pub Night by Jenny Barrio

A cheerfully noisy “Meet-and-Greet Pub Night” with approximately 60 members was held on Friday, January 25 at the club house. All new members from last year had been invited and 16 showed up to be greeted and “blue labeled” to distinguish them from the “red labeled” oldies.

Everyone mixed and mingled, drinks and food in hand until Commodore Nick Hodson rang the bell for quiet so that he could introduce the new members by name: Jeremy Milsom, Chris Smart, Larry and Margaret Howie, Robert and Martie Roodenburg, Derek and Susan Castle, Gyle and Sam Keating, Kevin and Carol Morris, Christine Mauro and Derek Lundy and Michael and Lynn Clark.

Jim Ballantyne made an elegant appearance dressed in full kilt, dirk and what-have-you to check on the bar on his way to a Burns-Night Supper, leaving Vicky Hodson in charge of drinks and needless to say, she was a very busy lady. In the galley, Susan Paynter cooked sausages, Jill Sydneysmith and Linda Reynolds arranged the cheese, crackers and pate, while Bob Reynolds had a hiccup with the popcorn machine which was due to make its refurbished debut....one of those irritating little electrical snafus so some popcorn was produced on the stove. At cleanup time, Vicky Morrison plunged in to help out.

Many thanks to those who attended and making it such a success and as always, thanks again to the galley crew.



New Members, Michael & Lynn Clark
in attendance at the
Meet-and-Greet Pub Night

GOOGLE EARTH SAILS THE HIGH SEASfrom this month's edition of Pacific Yachting, catch the wave of viewing the “Visible Shipwrecks Collection” on www.google.ca
Be sure you have high-speed internet for this one.



www.tropicdiver.com

.....the Racing Forum

Keith Simpson reports on the Ben Mohr Rock Race:

After blowing all night the wind was quiet in Ganges Harbour for the start of the Ben Mohr Rock race, the first event of the winter series at SISC. The forecast was for strong winds and the ebb tide would carry us up the harbour, so the six skippers agreed to start on schedule. Despite the slow motion start there were a few close calls at the line and the fleet proceeded south at half a knot in the almost imperceptible wind. Most boats elected to sail close to the spit and Imp, the lightest in the fleet, crept into the lead. The wind filled from the southeast as predicted and all boats cleared the Second Sister in a 7-knot breeze. Imp, Arbitrage and Electra led the pack out to Captain's Passage. All boats hugged the shore at Nose Point to avoid the current then headed for Ben Mohr on a brisk beam reach. The order stayed the same until Scott Point when the spinnakers appeared. A few keener's tried the chutes early, but got headed and knocked around through Captain's Passage. Electra caught Arbitrage, who had elected no flying sails, on the downwind run and Alacrity, who had been trailing, closed the gap dramatically. Imp never gave up the lead despite a serious challenge from Electra. The next three boats had a nerve-wracking finish, all within 36 seconds. On corrected time, the whole group was within 6 minutes. Final corrected results were Imp, Electra and Deryn Mor. Most skippers and crew enjoyed lunch and drinks on the party boat (Soul Dancer) where preliminary results were announced. Apologies to Kevin (Deryn Mor) for telling him he was last when, in fact, he placed 3rd and knocked the party boat off the podium.



Photo of Alacrity and Soul Dancer at the Ben Mohr Race – by Greg Slakov

RACING REPORT

by Pete McGovern—Fleet Captain, Racing

I am back from my exile in the south – sun, snow-capped mountains, salty waters and sand; sounds like an ideal vacation! Unfortunately it was a working trip to the Salar de Atacama 3000m elevation in the foothills of the Chilean Andes, where it rarely rains and sailing is rather an abstract concept.

Keith Simpson did a great job of coordinating the racing while I was away with the new race season getting off to a familiar start - Imp won again!!

The second race of the season was the Groundhog Day Brunch and race. Brunch was a marrying of styles between the elegant culinary skills of David Wood and the bush-camp pancake slinging of Keith Simpson. Fortified, the skippers and crews took to the water in light winds and drifted aimlessly! Unfinished, the race was rerun the following weekend sans brunch. Five skippers and crew enjoyed a reverse handicap start in 10 knot winds with Tony McEwan in Irie his new-ish Hunter 35.5, first off. Final Dash was last to start but soon caught and passed the other boats on the run to Bat Rock, extending the lead around Welbury Spar. Imp, Electra and Soul Dancer traded places on the beat back to the finish line in blustery wind conditions. Final results - Final Dash, Imp, Electra, Soul Dancer and Irie.

Next race up is the McMillan Trophy on Feb 10th followed by the Round Prevost on Feb 24. Also to look forward to is the Spring One Day Regatta and Pot Luck Dinner on March 8th.

Fleet Captain Dinghy Report

by Rob Irving

The dinghy fleet has grown by 4 with the addition of 2 new Opti's and 2 new Lasers. The Lasers come with the Radial Pro-rig (shorter mast and boom and smaller sail) but the regular Laser rig fits them and we have several spare rigs so we are able to sail all our Lasers with regular sails or use the 2 smaller rigs when preferred.

One of the "vacant" responsibilities around the Sailing Club is the care of the rubber inflatables that are mainly used for the Sailing School in July and August. The volunteer would be responsible for ensuring they are launched prior to Sailing School (one inflatable is usually launched in the spring to be available for any necessary tasks), ensuring they are taken in and stored in late August/Sept., and making sure routine maintenance on the boats and motors is performed by the appropriate marine shop. Should someone wish to volunteer please let me know at 538-0992. Good "karma" will definitely come to anyone who volunteers. Although the dinghy/Laser racing season is still a couple of months away, members who are so inclined (and immune to the cold) can take out dinghies anytime (once the pier is finished and dinghies are back on the dinghy dock). Please remember to sign a release form, available in the anteroom in the clubhouse, and put the form in my box.



CRUISING REPORT

by Jon Healey—Fleet Captain, Cruising

Given the cold and sometimes snowy weather over the past few weeks, cruising has not been a high priority activity. With spring bulbs making their appearance however, we can look forward to the coming season. In the meantime we can head out to the boat shows and look over the toys and whistles or dream of that new boat. We can go over the cruise guides and pick out some great spots to visit in the season. Or, most importantly, we can go over our maintenance list and plan out the spring refit.

Reciprocal Officer

Your new Reciprocal Officer, Jenny Barrio, met with myself and our Secretary, Vicki Morrison to review the situation with regards to reciprocals. Several issues came up:

- 1) We would like to have a discussion with members about our policies related to reciprocals. This is scheduled for our General Meeting this month (February 26). Topics to consider include the value of reciprocals, criteria for selection, opening to additional reciprocals, and welcoming off-shore visitors as guests with reciprocal privileges.
- 2) We are currently confirming reciprocal agreements with other clubs and at the same time our yearbook has already been issued with the reciprocal list. It is important that members check the reciprocal book located in the entryway to the clubhouse for up-to-date information. Next year we will be attempting to have our reciprocal agreements for 2009 all set up prior to the printing of the yearbook.
- 3) Most members have had good experiences when visiting other clubs. Sometimes this has not been the case. In order to get a handle on our member's use of, and experience with, reciprocals we will be conducting a survey next September. Please keep this in mind and be ready to report on your experiences over the summer. This information will help us in determining ongoing reciprocal agreements.

Comments welcome: ssicruise@yahoo.com

ASK THE EXPERT.....

This Month's Guest Expert is Greg Slakov, past Racing Fleet Captain answering questions about racing and rigging.



QUESTION:

I'm looking to put together a small and basic tool kit for my sailboat. Any suggestions on what to include, specifically for rigging adjustments? KM

ANSWER:

First, I have to say that I am no trained mechanic, just one of many in the club who like to tinker with boats. My comments are based on lots of reading and the school of hard knocks.

Tool kits come in all sizes. I know a sailor who's entire v-berth is one big toolkit and spare parts locker. Conversely, my 24' racing boat IMP, has a screwdriver, a (rusty) pair of pliers, and a spare sparkplug. In between these two extremes lies a happy medium for most people. I present here a "minimalist" toolkit for a cruising sailboat.

For the engine and other mechanical items such as refrigerators and heads: a socket set, a couple of vice-grip pliers, needle-nose pliers, two crescent wrenches, a set of hex keys, small metal and wood saws, several screwdrivers, duct-tape, and a razor knife would be a basic toolkit.

For electrical equipment: wire cutters, a wire stripper, a selection of marine wire, electrical tape, crimp connectors, fuses, and a multimeter for debugging circuits would be considered basic.

For sails, you will want sail patch material, available from sailmakers, which is sticky and does not necessarily require sewing. If I was going anywhere past Desolation Sound or Port Renfrew I would have a roll of waxed whipping line, a selection of needles, and a sewing palm.

As far as rigging tools go, most rigging occurs at the dock, where access to tools is not limited to those on your boat. That said, the most important rigging tools are vigilance and your hand. Check your rigging regularly (say twice a year) because pins come loose, wires and ropes get frayed, and the price for missed problems can be as low as a lost halyard, or as high as a lost mast. Two summers ago, I had some extra time before a race, and while poking around I found my starboard lower shroud clevis pin had come out of one end of its shackle, and was just hanging on! You need to go up the mast to check out the fittings there too.

Run your hand along all your wire rope and you will find any frayed wires ("meat hooks"); if you do find any, it's time to get your rigging looked at by a professional.

continued next page



continued—[ASK THE EXPERT](#)

One specific rigging tool is the “Loos” Gauge. It measures tension in your wire rigging. Most people do not regularly check tension, and frankly, it is not critical. However, to obtain maximum boat-speed, it is important. Proper rig tension depends on the type of rig, and is too big a topic for this column. However, proper sail shape is essentially always dependent on a straight mast. Look up your mast, if it is not straight, adjust the shroud turnbuckles to get it right. You will need to check this on the dock, and then recheck it going to weather on each tack in about 10 to 15 knots of wind.

Rigging tape ("Hundred Mile per Hour Tape") is a very worthwhile tool on any boat. Due to its self-fusing properties it will not come off until you cut it off, and will protect cotter pins, clevis pins, etc. from coming loose and chafing.

The last specific rigging tool is a pair of bolt-cutters. If you are ever out in a storm and your rig goes by the board, it may start to destroy the hull. In that case, getting rid of the rig may save your life, and bolt-cutters are the tool of choice.

Apart from these specific tools, the standard wrenches and pliers will keep your rigging in good shape.

QUESTION:

Hi Greg:

At a recent boat show I noticed the Harken Lazy Jack Kit for sale. From the demo, it's use is to control the mainsail and keep it from dropping on the deck while reefing and dousing. Any experience or information on this item? Thanks, LS

ANSWER: (Keith Simpson is taking a crack at answering this one.)

Lazy Jack (or lazyjack) is the name given to part of the rigging on sailing boats. The purpose of lazyjacks is to ease sail handling, particularly for short-handed crews. They enable the rapid dropping of a sail attached to a mast and boom by guiding it into the sailbag.

Both lazyjacks and the Dutchman are dependable, non-mechanical sail-control systems. Lazyjacks are known for their simplicity and are a great help in guiding the mainsail aloft, as well as containing it atop the boom when dropped.

The lazyjacks, usually one each side of the sail, are rigged between the mast and the top of the sailbag attached to the boom or the boom itself. Typically they will be composed of several lengths of cordage and rigged from a single point on the mast dividing and spreading out to several points on the sailbag or boom.

The major advantages of *this* system over other types of sail handling system for this type of sail, such as in-mast or in-boom roller reefing, are the lack of distortion to the sail as it is reefed, which preserves its efficiency and power, and the ability to carry a more stiffly or even fully-battened sail. It is also cheaper than other systems. The disadvantages are its tendency to foul the sail during hoisting, especially if the sail has protruding battens, and the fact that at least one crew member will have to go on deck to fully stow the sail.

But lazyjacks require the skipper to keep precisely head-to-wind and carefully monitor the process, since battens sometimes can snare the lazyjack lines and create problems as the sail comes down under its own weight or is hoisted.



Continued—[ASK THE EXPERT](#)

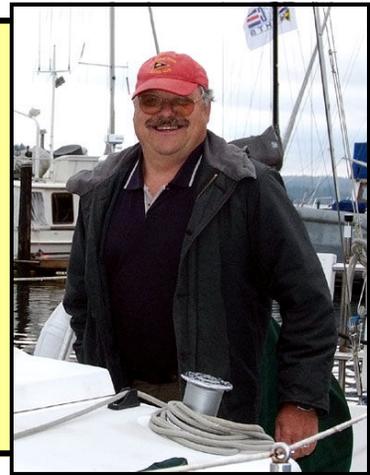
Although less expensive than a Dutchman, lazyjacks don't attach to the sail. As a result, the sail drops into a pile along the boom. Battens provide some orderliness, but flaking is usually necessary before putting on the sail cover. Using a zippered sail cover can ease this process, since it remains on the boom and the sail drops into it like a pod.

Lazyjacks also tend to put creases in the sails and cause chafe, shortening their life span. However, lazyjacks are better suited for older sails, which often are somewhat worn and softened. Installing lazyjacks also means it might be necessary to modify your sail cover to accommodate the lines.

With a Dutchman system, the sail is doused and flaked at the same time. A series of grommets are mounted into the sail and are threaded with control lines that lead upward, similar to a Roman window shade. Most experts concur that a Dutchman, albeit more expensive, is both easier to use and gentler on sailcloth than lazyjacks. Keep in mind that the Dutchman should be installed by a sail maker because only perfect alignment will assure proper operation. Also, a Dutchman, unlike lazyjacks, isn't suitable for gaff-rigged boats.

NEXT MONTH'S GUEST EXPERT WILL BE:

**DAVE HOWELL on Spring Tune-ups.
Everything from mechanical to electrical
.....how to get your boat ready for the
upcoming season.
Send in your questions to:
sistelltales@yahoo.com
or, the TellTales box in the Club House.**



**NOTICE from Wharfinger
Hugh Preddy:**

**Bob Scott will be the Club's
Wharfinger for the months
of February and March.**

**Please forward all queries
concerning moorage to Bob
directly.**

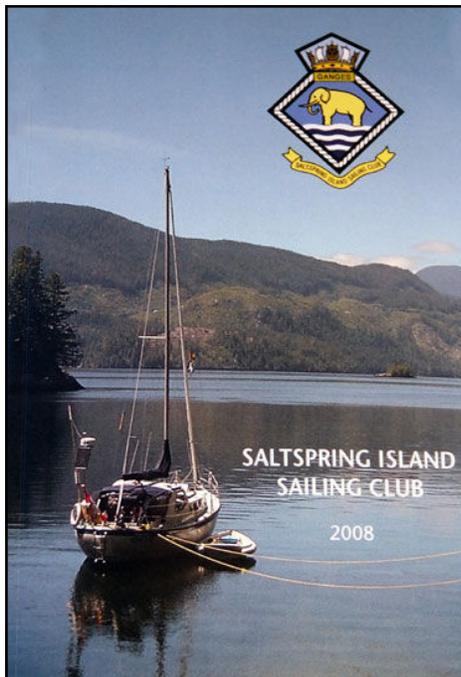
r0bscott@telus.net



Bob Scott on summer wharfinger duties.

2008 YEARBOOK

2008 YEARBOOK



The 2008 yearbook is now ready and available in the clubhouse. Please pick yours up soon!
by Per Rasmussen

The new yearbook—together with the traditional membership and boat directory plus your 2008 membership card—is now ready at the clubhouse.

The book is full of necessary and useful information, as well as resources for suppliers of products and services. Drop by the clubhouse and pick yours up today!

And, an error sneaked into the yearbook on page 4 where the Commodore's message should have read:

"We are saying farewell to five Board members this year. Many thanks to them all for their valuable contributions, and welcome to the new members. This will be a busy year, with our major project being the pier reconstruction. Whilst this will be a lot of hard work and somewhat disruptive in the short term, I am sure it will serve the club well for many years to come. This will also provide a good opportunity to improve the pier entry gate and some of the dinghy docks. We are also planning to upgrade the club website to provide improved communications and access to information for all members. I look forward to an exciting and productive 2008.
Nick Hodson, *Commodore*"

Pacific Yachting Subscriptions

This is the deal of the year! As in past years, the CPS expects to again make an arrangement for a reduced rate of annual subscription with Pacific Yachting and they will be extending the invitation to SISC members to enjoy the same much-reduced rate of subscription. Regardless of your past subscription renewal date, you can take advantage of the reduced rate of \$22 per year (last year) , which will take effect from your present expiration date, or the spring date, if you are not already a subscriber.

You must call Harold Page at 653-2320 or preferably contact him by e-mail at hgpage@uniserve.com and he will give you the details. Jim Ganderton





SLICK SLICK

by Lorne Shantz—*SHAUNSEA*



For more years than I care to remember we have fought the never-ending battle to prevent the fouling of our propeller on our boat. Even hauling every year as we do we were not able to find anything that worked to our satisfaction. We have tried everything from the oil additive STP to lanolin products to baby bottom zinc ointments and probably several others I have long since forgotten.

Then one day while lamenting my problem to a fellow club member he asked if I had ever used a Davis product called Slick Seam. My answer was no so he lead me through the steps. Although Slick Seam is an underwater caulking compound for wooden boats it is the best thing we have found for prop. protection.

After the boat is out of the water and cleaned Colleen goes to work on the prop, (clever eh!) She cleans the prop with wet and dry sandpaper finishing up with 600 grit. This leaves the prop, gleaming like new. Next comes the Slick Seam, which is like a wax, applying it by hand. It should be applied fairly thick and as even as you can. When all the blades are coated on both sides take a small butane torch and proceed to heat all the blades until you have an even smooth coating. This adheres the Slick Seam to the propeller. That's it, just put the boat back in the water

We have recommended this to several club members who have used it, both sail and power boaters with good results. After a years use we have had little or no growth on our propeller and others have reported the same. Slick Seam is not widely available but we find it at Harbour Chandlery in Nanaimo and in the past it has been available at Allbay marine in Sidney.



SHAUNSEA gets a new engine.
Photos courtesy of Colleen Shantz.



**Saltspring Island Sailing Club
Special General Meeting**

Tuesday February 26th 2007

Agenda

Call to Order—1900 hours

Commodore's remarks

Minutes of November 29th 2007 AGM

Business arising from minutes

Treasurer's report

Report of officers:

Vice Commodore

Rear Commodore

Fleet Captain, Cruising

Fleet Captain, Racing

Fleet Captain, Dinghy

Wharfinger

Staff Captain

Past Commodore

New Business:

**Proposal to change the Club
Constitution.**

Discussion of Reciprocal's.

Adjournment

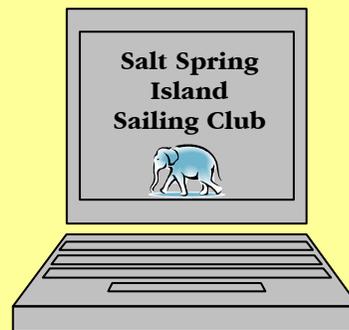
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**“We are enjoying your copious
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online. Keep up the good
work.”.....Chris and Dick Pattinson**

**Be a convert and sign-up today.
Contact:**

sistelltales@yahoo.com



**Secretary, Vicki Morrison and her
husband Gary, enjoying some good
times at Pub Night.**

New Years in Petaluma with CARMEN, Anthony and Jane Thomas-Thorne



New Years 08 was a different experience for us both. We decided to join a like minded group of *tuggers* and cruise from our current location in the San Francisco Bay at Alameda to the very pretty town of Petaluma which is up the Petaluma river on the north side of the "bay".

The event was a "join us if you like" deal put on by Scotty Irwin and he was astounded to discover that 11 Nordic Tugs responded. That caused some frantic organization work for bridge openings, restaurant reservations et al.

So at 0800 on .. December 30th we headed out into the bay and turned north for the Bay Bridge whereabouts we would rendezvous with another couple of tugs heading to Petaluma. Bright sunshine and low winds were the order of the day, making for a really great run.

With some caution we entered the outer markers for the river, out about 2nm just day-markers to be seen, 12' under the keel and not much to Port or Starboard. RILEY in front seemed confident although CARMEN'S skipper considered this to be prime anchoring space. Further in we went (getting shallower) past more day-markers until we found the actual river entry. Same depths but significantly narrower, past an open railway swing-bridge, under the highway (101) and on to the town.

The lift bridge at D Street opened on time and we entered the Petaluma Turning Basin. After a brief skippers conference Jim took the lead in organizing the "stern tie". Now I have done stern ties in Georgian Bay, in Greece and once in BC, but his one was news to me. It only works in calm non-tidal water as you actually hold the stern perpendicular to the dock with a long mid-ships lines. For CARMEN we had no-one to our port as this is the gangway to the street and Jeanne Marie III to our starboard. So we only had one long line, which was not long enough but Jim performed a double sheet-bend on the fly and voila, we were secure.

The other 8 boats came in later by which time most of us were up at the market. Dinner that first evening consisted of a planned pot luck served on the dock along with a lot of socializing. Breakfast the next morning was BBBB or Bobs Boiled Breakfast in a Bag. Superb it was although there was ice on the decks! Low seventies in the PM, low thirties at dawn.

New Years eve was celebrated by all of us at Semolina a really great restaurant in Petaluma. A wonderful time was had by all. The New Years Eve was celebrated at NY time so most everyone was curled up by 11pm.

The group made our farewells and we all returned to our respective ports around the bay over the next couple of days. CARMEN lingered as long as possible but let go moorings on Wednesday Jan 2nd 0900. The return was a little different in as much as a south easterly at 25kts was kicking the shallow bay up a bit, no fuss just exercise the windshield wipers. En-route we turned to the West and poked our nose out under the gate into the Pacific, little wind action but some long period swells, all good fun.

CARMEN returned to her slip after a call at the pump-out station (all free here) and we relaxed and started planning the next chapter, Mexico. It is now settled that weather willing we will depart for Mexico on Jan 22 (Tuesday) at 0630. Stay-tuned for more adventures and feel free to write.

ANTHONY THORNE—ajpenn42@gmail.com

pictures on next page





**Info on Petaluma
California:**

Located just 32 miles north of San Francisco, in Sonoma County Wine Country, many visitors choose Petaluma as the ideal base for exploring Sonoma County's more than 195 wineries, the redwoods, dramatic coast, Point Reyes National Seashore, and the entire Bay Area.

Photos by Anthony Thorne and Jane Thomas-Thorne



SECRETARY'S REPORT
by Victoria Morrison

The Saltspring Island Sailing Club welcomes Martin Herbert - our newest Associate Member. Martin is well known to many club members, particularly amongst the racers. He is keen to continue participating in the club races and assist with other club activities.

Resignations were accepted from:
Catherine Takagaki, John Luttrell, Amy Zacharias and, Rhys Hardy.

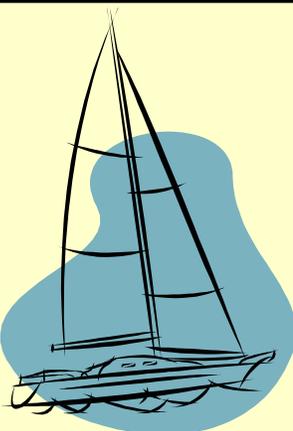




PHOTO CONTEST

Last month's winner: **Harold Brochmann** will be entered as a finalist with the grand prizes to be awarded in June 2008.



(Above) Greg Harmeson submits this photo of a local Great Blue Heron taken with his Nikon D40X Digital Camera / 18 -135 Lens.



(Above) Vicky Hodson submits this photo of a tug log boom taken with his Canon Power-Shot S40 digital camera.



(Above) SISC seagull in flight—anonymous submission.



VOTE NOW.....for your personal favourite. Drop off your selection to the TellTales Box in the Club House or email: sistelltales@yahoo.com

(Left) Sam Keating has captured this Trincomali Sunset with her Canon Power Shot A96 Digital Camera. "I just love sunsets", admits Sam.

ANNOUNCEMENTS.....



I cooked you this lovely dish.
Will you be my Valentine?

YES Skipper

VALENTINE'S DAY

POT LUCK
at the clubhouse
The Skipper Cooks!
February 14th 18:00

Champagne will be available!

SISC—Social

Tuesday, March 18th at 1900 hours

After-Dinner "Goodies" & Cash Bar

.....an evening with the
Mech family
Karl, Michelle and
Kelsey will be giving
a slide presentation
of their 2001—2006
off-shore cruising.




MEXICO

W. CARIBBEAN

S. AMERICA

C. AMERICA

CUBA

GALAPAGOS

NEXT MONTH'S TELLTALES DEADLINE will be:
March 6th at HIGH NOON.
Many thanks for being on time with your submissions.




From the Editor's Desk.....

A National Media Launch took place recently to announce Canada's National Volunteer Week from April 27th to May 3rd. You might notice the posters displayed in our clubhouse proclaiming this year's slogan "*volunteers—from compassion to action*". I encourage members to have a look at their web-site <http://www.volunteer.ca> Here, the organization is urging non-profit groups like ourselves to adopt the "Canadian Code for Volunteer Involvement" which acts as a philosophical framework for volunteers at all levels. The Code outlines the values, principles, and standards for effective volunteering practices.



To me, *every* week should be volunteer week but it's nice to see some overdue recognition given to those tireless men and women that devote so much of their precious time in running organizations such as ours. Take a moment to "shake a hand" or "pat the back" of a volunteer you see working at the Club and say "thanks" for making SISC such a great organization to be a part of.

Comments are always welcome — sictelltales@yahoo.com

See you next month, *Linda* Linda Matteson-Reynolds