

TellTales

Volume 31 • Number 1 • January 2012



Calendar

January 2012

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	31				

- 1st 1030 Hot Rum Race & Social
- 3rd 1900 Board Meeting
- 8th 1030 Ben Mohr Rock Race
- 20th 1900 Pub Night
- 22nd 1030 Opening Day Brunch

February 2012

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			

- 5th 1030 McMillan Trophy Race
- 7th 1900 Board Meeting
- 12th 1800 Skipper's Choice Potluck
- 19th 0930 Walker Rock Race
- 24th 1700 Meet & Greet Pub Night
- 28th 1900 Special General Meeting

IMPORTANT REMINDER

During construction our docks are accessible only on Sundays. Please see details on page 3.



The New Year was deliciously celebrated at our Hot Rum Social January 1st after the racing fleet returned from the first competition of 2012 in light winds. Here Jan Fellenius prepares to serve members their just desserts. More photos start on page 7.

Commodore's Report

by Derek Castle



On behalf of the Board, I wish to extend best wishes to all members for a happy and prosperous 2012.

Our Club celebrated New Year's day in a most festive mood at the Hot Rum Race and Social. We started the day with 10 boats navigating the obstacles of Ganges inner harbour in light winds, and then enjoyed the special hot rum beverage and delicious lunch hosted by **Maggie Snee**. Another great turnout, with about 100 members sharing the holiday spirit.

The Club calendar for 2012 is nearly complete, and will be published in the Yearbook, as well as having individual event promotions in *TellTales*. We have a full slate of activities planned, which should encourage all members to become involved – whether joining the cruises, races, social events or work parties.

continued on page 2

Commodore's Report

continued from page 1

These fun outings also provide the opportunity for members to contribute towards their volunteer hours.

The Board members have gained speed rapidly, and after just two meetings now are dealing with a very full range of business matters to ensure optimum operation of the Club.

The Marina Renovation Project is moving forward on schedule, and the dredging operation is well-underway as I write this column. Although **Jon Healey** reports on this matter on page 3 of this edition of *Telltales*, I want to express my gratitude to the team of project managers who have devoted countless hours of onsite work to the Club, and will continue to do so over the coming weeks until completion, and the missing boats return home.

These six leaders are **Derek Barrio, Norm Dinsmore, Nick Hodson, Bob Jones, Hugh Preddy and Ron Sturm**. SISC is most fortunate to have such members who possess the applicable technical/organizational skills, and also embrace the volunteer culture which is the foundation of our Club.

Speaking of when the missing boats return home, in recognition of the upgrade to our entire power system to accommodate new 30 amp receptacles, it will be mandatory for all boats to use only

approved marine electrical connections in order to greatly reduce the risk of fires and electrical shocks. **Bob Jones** will keep you informed of our pending new Regulation in this regard, and acceptable marine electrical connection configurations.

The Board currently also is reviewing other safety enhancements to mitigate the risk of loss or damage to our marina and the boats of our members, as well as assuring our environmental accountability. Stay tuned to hear more about these initiatives in the near future.

I'm pleased to confirm that all Appointed Positions now have been filled, including the new role of Safety Officer by **Scott Chapman**, which will support our drive for a more focused and comprehensive safety program.

A key component for all Club activities is the operation of our various Board Committees, which plan/organize and make all events actually happen. I would ask that members contact either **Jenny Barrio**, our Volunteer Coordinator, or any Board member to offer their services on a Committee. It's a great way to become involved as a volunteer, while having a rewarding experience working closely with other members.

The daylight hours are getting longer, the weather will improve, and soon all of us (not just the intrepid racers) will be on the water again!

I look forward to seeing you at the Pub Night on Friday, January 20th. ■

TGIF Pub Night Jan 20th

Drop by the Club at 1700 hours and share a toast

Cheers! Skål! Kippis! Salud! Okole maluna!

Cin cin! Budmo! Kampai! Prosit! Mabuhay! Sláinte!

À votre santé! Gan bei! L'chaim! Oogy wawa!

Hosted by Nelly Tom-Kee and Jan Fellenius



Marina Renovation Update #8

by Jon Healey

By the time you are reading this report, work on the marina should be in full swing. The clubhouse makes a good location to watch the action.

Creek Outflow – Island Marine Construction has completed the installation of pilings to direct the outflow from Ackerman Creek. The pilings have yet to be cut to the finished length of about 4 feet.

Dredging – The first phase of dredging is on the east side of the pier. That phase, including laying a bed of material for clam habitat on the cut slope, is expected to be complete by mid January. Then the dredge will move to the west side of the pier to complete its work, hopefully early in the last week of January.

Dock Deconstruction and Disposal – Deconstruction of the existing docks and removal of the pier end is complete. We had hoped to be able to sell some of the old docks or at least have them removed at no cost. In the end they were sold for the nominal price of one dollar, on condition they be removed by January 3rd.

New Docks – The first delivery of main dock sections from IMF (International Marine Floatation) arrived just before the Christmas break. Island Marine Construction has the contract for constructing the fingers and as of the 3rd of January had about half of them complete. By mid- January, the second delivery of main docks from IMF is expected. At that point, with dredging on the east side complete, Island Marine will commence installing A dock, D dock, and the associated fingers. Reconstruction of the pier head and ramp will take place in late January, once the west side dredging is complete.

Access – Until the new A dock and ramp are in place, access is by dinghy shuttle. Members are reminded that access to the docks, and any areas around the pier are off limits except for Sundays. In special circumstances, it may be possible to

arrange access at other times depending on safety considerations. Members who do access the docks are asked to take particular care and watch their footing as this is a construction zone.

continued on page 4



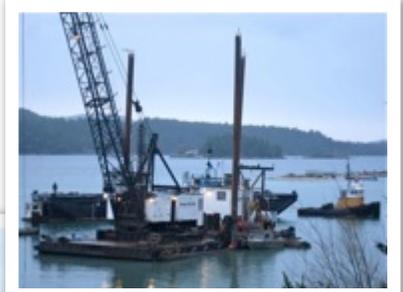
NEW DOCKS AHOY — *TOP: An early Christmas present arrived on December 22nd. Hugh Preddy has the docks in tow, with Ryan Preddy and Nick Hodson aboard while Taylor Devlin helps with a push from behind; ABOVE LEFT: Nick positions a float; ABOVE RIGHT: Taylor plays tugboat captain. The unseen man on the dock (and behind the lens) was Don Rose.*

Marina Update

continued from page 3

Electrical and other Services – Most of the cabling in the existing docks is in place. Installation of outlets on the existing docks will continue on dry days throughout January. No further electrical installation or other infrastructure work can be done until the new docks are installed. Once the new electrical service is in place, proper 30 amp power cords and connectors will be needed to access power.

Budget – Some of the construction work has gone faster than expected and a substantial amount of heavy electrical cable has been re-used. On the other hand, there may be further monitoring costs during dredging and there will be cost for plumbing materials that was not in the original budget. It is still too early to project with confidence, but we expect to be pretty close to the budget. ■

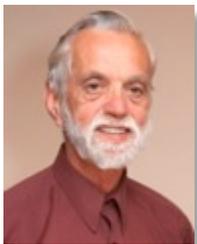


THE DREDGER COMETH — Several members spotted the rig making its way to the Club on January 22nd (top). The full entourage, including rig, barge and tug, put on a fascinating show for the peanut gallery on shore.

PHOTOS: DON DASHWOOD, COLLEEN SHANTZ, DAVID QUESTO.

Wharfinger's Report

by Hugh Preddy



Thanks to the hard work of **Don Rose, Peter Toby, Ben Greenhough** and **Heinz Vitovec**, the first half of the multi-tiered dinghy storage units have been cut, stained and built. **Scott and Tanya Chapman** borrowed one

of the Slegg Lumber trucks and hauled the units to the Club's upper parking lot, ready for assembly once the new docks are in place.

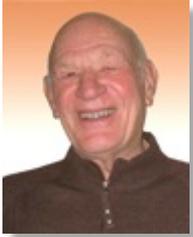
Members who can only use the bottom tier due to their dinghies' weight or for health reasons should contact me prior to March to ensure their dinghy spot assignments.

Just a reminder that once our new docks and slips are in place it is expected that all boats temporarily displaced will be returning to the Club. This may occur before all power is available at our own docks. Those members who choose to remain at RVYC or RVicYC awaiting the completion of power will be invoiced for both moorage and power for any extra time their boats stay there. I will be contacting members individually well in advance of the return date.

New slip assignments for the dock reconfiguration are now complete, and are posted in the clubhouse on the east window. Anyone not aware of their new slip should check this to ensure satisfaction. ■

Rear Commodore's Report

by Bob Jones



A happy New Year to all. For the Club it will be an exciting year. January will see the extend-ed docks layout taking shape and towards the end of February the Project Management Team will, weather permitting, allow

vessels into their newly assigned slips.

About a third of the new docks are moored within our marina. Viewing them from the safety of the existing docks is a rewarding experience. (Loose and unconnected, the new docks are unstable; *do not walk on them*). We are going to have a fine and lasting facility when all the work is completed.

The new and improved facilities do come with new and improved responsibilities for members. You will be aware that the Club is bringing the dock electrical distribution up to current marina practice with power supplied from 30 amp marine twist lock receptacles. For most of us this is more power than our vessels will use, however, the problem of tripping GFCI breakers will be a thing of the past.

Nevertheless, the power is there and it needs to be handled in a safe manner. The following is probably a redundancy but I ask you to consider your own power delivery system in the light of higher amperage receptacles. The Club will consider it mandatory that power is delivered to a vessel via a weatherproof 30 amp marine cable.

Gary Morrison, Ron Sturm and myself have discussed this issue at great length, which has culminated in the information article appearing on the next page of this issue. I ask that you give this information your close attention.

The Project Management Team will be crafting an update to our current regulation 6.11.6 covering vessel power delivery for presentation to the Board in February for promulgation in the February *TellTales* and other channels.

Safety issues in general have historically been managed in an *ad hoc* manner, and at the December Board meeting it was agreed that the Club should appoint a **Safety Officer**. We are fortunate that a well qualified member, **Scott Chapman**, has volunteered for the task and to set up the guidelines. Scott is a paramedic and a volunteer fire fighter.

As you are all well aware the new docks do not come as a turnkey operation. Huge savings have been made from the skill sets of dedicated members already and there is still much to do. **Rod Macdonald** will be handling the layout and details of the water system that will include the up-stands, drain points and fire hydrants. Pulling the lines though the dock conduits will be a substantial task for the rest of us. Safety ladders and where to locate them, design and installation of lighting, these and similar tasks, if done properly from the outset, will serve us well and complement what is rapidly becoming a facility to be very proud of.

I am fortunate in having a group of skilled and dedicated members to assist in this task. They are **Ron Sturm, Don Rose, Hugh Preddy, David Questo, Taylor Devlin** and **Peter Toby**. They all bring a great deal of knowledge and dedication to the table. We will not be shy in seeking the help of other Club members when the going gets rough.

During construction, our electricians will be working to complete their work on the existing docks. If visiting your vessel please do not inhibit their work in any way. ■

Weather frightful? Fleece is delightful.

louisedevlin@hotmail.com



Get Ready Now to Plug-in to 30 amp Shore Power!

by Gary Morrison

The upgraded electrical system on the docks should be ready to use sometime in March. The new system features a dedicated 30 amp marine receptacle for every slip.



Wired for safety

Even though most boats usually require less than 30 amps of electricity, these receptacles are a universal standard for marinas, with the flexibility to meet the needs of any boats, now and in the future.

The 30 amp twist lock receptacles, *when used with a CSA approved marine power cord, rated for 30 amps or more*, also offer a safer and more reliable shore power connection than various adapters plugged into household outlets or an assortment of ordinary extension cords which do not meet standards for marine applications.

For boats with on-board 30 amp breaker panels

For most larger boats and newer boats that are correctly wired to handle 30 amp shore power, plugging into shore power will become simplified and more reliable than in the past: just use a standard 30A marine power cord without any adapters. The necessary safeguards are built into the boat, regardless of how much power or what appliances are being used.

For boats lacking on-board breaker panels with a 30-amp capacity

For smaller or older boats that are not equipped with a 30 amp shore power connection and an AC distribution panel, a 30A to 15A adapter will

be required. But adapters do not limit the amount of current that can be passed through to the 15A wire, so other safeguards are also necessary to ensure that electrical cords do not become dangerously overheated.

New Regulation coming

The Club is in the process of amending Regulation 6.11.6 to minimize the risk of the higher power electrical outlets on the docks. Generally this risk comes in the misuse of household power cords, rated for 15 amps or less, in such a way that they overheat because of the amount of current that is possible to draw from each dock outlet.

The amendment currently being considered will require shore power cords, for all boats, which are rated for 30A or higher and CSA/UL certified for marine applications. In other words, all boats will need a standard-equipment marine power cord. Where required on boats lacking built-in 30 amp shore power wiring, 15A adapter – *coupled directly to a current-limiting device*, such as a good quality power bar that is located in a weatherproof location on board – will provide a measure of safety approaching that of an AC panel.

The amended Regulation for shore power connection is intended to achieve a standard minimum level of electrical safety for all boats.

It is each boat owner's responsibility to ensure that further connections within the boat do not result in dangerous overcurrent in wires that are not sized for the loads connected. ■

Staff Captain's Report

by Maggie Snee



The New Year seemed to come in with a bang at the **Hot Rum Race Social**. With a crowd of around 100 people, there was much congenially-competitive chat and good eating and drinking were done by all. The traditional pie and salad lunch was served with carrot cake to follow, all washed down with a hot rum toddy. More pictures of the merriment will be found on the next page.

I am happy to tell that I was inundated with offers of volunteers to help with this event and I appreciated the membership's willingness and diligence in this regard. Special thanks to **Lynn Clark, Sylvia Greenwood, Nelly Tom-Kee, Jan Fellenius** and **Sam Keating** for their help in the kitchen. The bar was taken care of by **Kim and Karen Laidlaw** with assistance from Sam, for which many thanks.

Unfortunately I did not get to talk with everyone but I would like to take this chance to wish you all a very happy and prosperous New Year.



January Pub Night

Next social event will be the TGIF Pub Night, January 20th at 1700 hours, hosted by our enthusiastic new members **Nelly Tom-Kee** and **Jan Fellenius**. It will be a cheerful break from our long winter nights. Hope to see you all there!

Skipper's Choice Pot Luck

February 12th at 1800 hours is the Club's traditional early Valentine's celebration. Although it's not necessarily a fact that all skippers are men, this event is to encourage the men of the membership to come forward and show us their culinary skills! We will need a few volunteers to help set up tables and prepare for receiving the food and serving, then cleaning up afterwards. Please contact me if you can help. ■



Calling all Valentines!

**Skipper's Choice
Potluck Dinner
Sunday Feb 12th
1800 hrs**

Happy Hot Rum New Year!

by Silk Questo

A merry crowd of 100 or so Club members saw the New Year in properly, with cheers all around. This year all attending were treated to the entertaining ritual of the annual presentation of the **Broken Tiller Award**, which is bestowed upon a skipper, nominated from the floor, whose “oops” moment of the past year is colourfully recounted and celebrated. In an effort to ensure fair play – and the recounting of as many shaggy tales as possible – said nominee has the opportunity to propose an alternate recipient whom he feels is more deserving of the award. Eventually, however, one hapless skipper finds himself with the Broken Tiller stuck firmly in his hands, unable to foist it on another. Such was the fate of *Imp*'s skipper **Greg Slakov** on New Year's Day 2012, thus commemorating the unfortunate dismasting, during the Snowflake Series, of one of the Club's winningest race boats. Congratulations, Greg, and good luck with repairs! ■



HOT RUM HIJINKS — ❶ *New member and Olympic hopeful Richard Clarke makes his first “celebrity” appearance at the Club* ❷ *Commodore Derek Castle welcomes the New Year* ❸ *Cheryl Gadsby and RB Bortz share a toast* ❹ *Vincent Argiro and Chris Gadsby enjoy a toddy* ❺ *Past Commodore Gary Morrison first in line for lunch?* ❻ *Silk & David Questo, all smiles* ❼ *Dorothy Finnigan and Jody Hawley mug for the paparazzi* ❽ *Bob Jones and Don Dashwood look relaxed* ❾ *Gyle and the Juniors (sounds like a retro rock band) represent our growing Juniors program.*



PHOTOS: SILK QUESTO, COLLEEN SHANTZ

Racing Forum

by Keith Simpson, *Fleet Captain Racing*



December finally turned into proper sailing weather. Strong southeasterlies made for lively competition in the three Snowflake races. With the fleet split between Ganges and Long Harbour, races were held from Scott Point and Second Sister.

Electra, *Wildfire* and *Velica* attended all three and **Vincent Argiro** recorded his first wins over *Imp*

and *Electra* as he continues to improve in the overall standings. *Imp*, unfortunately, lost her mast in the second Snowflake race, for which

Greg Slakov was awarded the

Broken Tiller, as accounted on the previous page ... his first win of that prize and well deserved!

Hot Rum Race

Ten boats and about 100 Club members came out for the January 1st, Hot Rum Race and Social including our Olympic contender **Richard Clarke** sailing his friend's J80, *Ricochet*. Richard could have won but he missed the skipper's meeting, used his spinnaker in our no-flying-sail race and was DISQUALIFIED, much to the delight of the other competitors, who will record this major victory in their scrapbooks. **Philippe Erdmer** on *Bravo Zulu* won the race by a substantial margin and took the bottle of Black Sheep rum. **Roger Kibble** on *Electra* took second and **Gyle Keating** on *Wildfire* claimed third. There is absolutely no truth to the rumour that the Fleet Captain fiddled the results for the race committee members.

News from the Race Committee

On the organizational front, a new Race Committee has been formed and I'd like to thank

each member for volunteering their time. **Roger Kibble** – co-captain and handicapping; **Lawrie Neish** – IOM and Round Saltspring Race Officer; **Philippe Erdmer** – race results; **Martin Herbert** – race reporting; **Gyle Keating** – backup Race Officer; **Vincent Argiro** and **David Hart** are new to the committee and will assist as needed, particularly in preparing for the Round Saltspring Race. **Chris Gadsby** will again be Chair of the Round Saltspring Regatta Committee. A meeting of the RSSI group will be held on January 19th.

The Race Committee has agreed in principle to a new Club handicapping system which incorporates PHRF cruising class adjustments and a performance factor designed to compensate for large differences in the sail area/displacement ratios

continued on page 10



OOPS: Imp loses it in Snowflake #2 (far left); HOT RUM RACE: Skippers meeting for the no-flying-sails race (top) was missed by our our newest racer, leading to a DSQ, to the rest of the fleet's relief; Action at the start and underway (middle and bottom).



Racing Forum

continued from page 9

within our small fleet. The Club objective has been “to adjust base PHRF ratings so that all skippers who choose to race in local sailing club (SISC) events have a fair chance to place in the top three.” All factors will be assigned using objective, well-recognized criteria to allow fairer competition, particularly for heavier boats and those which are used mainly for cruising.

The Committee is hoping to encourage more Club sailors to participate with in the Club races. Experienced skippers will assist and advise any newbies during some special Saturday events to be arranged. The Club racing schedule and rules will be finalized shortly for the yearbook. Proposed

major changes include the local SISC rating system, the addition of short course marks and varied start line locations, and the minimum number of boats required to start and finish before a race is counted towards the points trophy.

BEN MOHR (from top): *Electra homeward bound from the race; Line honours went to Caliente; Velica leads Electra after rounding the rock.*



Event Volunteers Needed

We are looking for volunteers to run the **Vendee Saltspring** (July 7th – 9th) and **Interclub** (Sept 7th – 9th) events. Holding these major invitational events will require some general Club support outside of the “race group”. It’s very difficult to cook meals for 70 people when you are out racing. Anyone who would like input on these decisions or events should contact the Fleet Captain.

PHRF – New Certificates

All skippers who intend to race regularly and/or intend to compete in Round Saltspring 2012 are strongly encouraged to obtain their official current PHRF-NW certificate for 2012. The net cost with 50% Club sponsorship is only \$24 less \$15 (RSSI fee) = only \$9! Your membership is required to maintain our Club’s status with PHRF-NW and will give **Roger Kibble**, our Club handicapper and PHRF-NW Director, a greater vote for SISC at PHRF-NW council meetings.

Round Prevost Challenge

I’m pleased to report that *Soul Thyme* is back in action (right). I hadn’t realized how much I missed my boat and having her back has really brightened my outlook. We took a crack at Round Prevost last Friday. We were well ahead of the record at halfway but got blown off the water by a northerly gale. We ended nearly upside down, but no damage done! Give it a shot anytime you want an incentive to go for a sail. Any Club boat has the potential for a record run. The record is still held by SISC’s oldest member, **Dick Pattinson**. It’s only two hours and you could win the bottle!



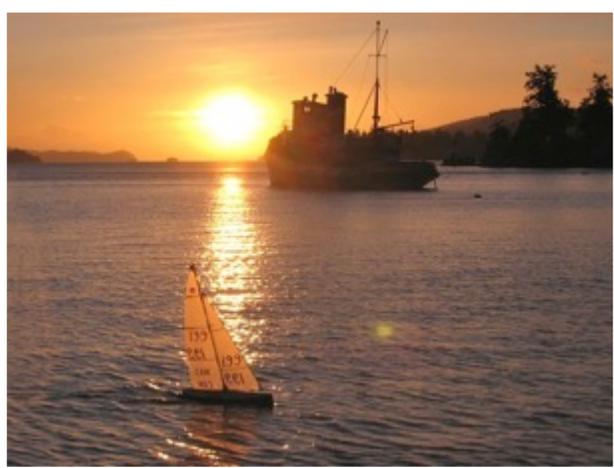
Ben Mohr and More

The **Ben Mohr Rock Race** was on January 8th, with *Paramour* taking first under our new PHRF Cruising Class rules. The **Groundhog Potluck Brunch and Reverse Handicap Race** takes place on January 22nd. Please mark it on your calendar and come join the fun as skipper or crew. ■

International One Metre Report

by Martin Herbert, IOM 199

With the Dock renovations in full swing, the IOM fleet is either in building mode or trying to find a good place to sail. On January 6th **Ole Anderson** and I travelled to Long Lake in Nanaimo to sail with the mid-islanders who meet and race on a regular basis. It was a bit of an espionage mission as the Hornby Island Gang were in attendance and they had the new secret weapon aimed at Ole's course record in the Great Ocean Race. You will remember that Ole set the record last spring when he completed the race around Protection Island in one hour and 15 minutes and was a pint and a half ahead of second place.



The Hornbyites have cloned the America's Cup AC45's and now are sporting a huge catamaran complete with wing sail. It has incredible bursts of speed. In a whole day of racing it was only beaten twice, but both times by Saltspring boats. The first time I was locked in a battle

most of the way around the course until the long reach when she pulled ahead, but when she got stuck in irons on the last beat I was able to pull through to take the win. The second time Ole passed her like she was standing still and went on to win the race by a big margin. In fact, she *was* standing still, having just broadsided me and locked her lee hull between my keel and rudder. My boat was lifted almost clear of the water and fortunately we slowly drifted into the dock and were unentangled without damage. Ole and I had a great day of racing and are planning more adventures this summer.

In my ongoing quest to get better at high wind sailing I have been making trips to the seaplane dock every time the wind rattles my house. At 0700 on December 28th it seemed windy so I rolled out of bed and loaded my boat. Unfortunately the direction was off and the land was sheltering the site, but I had this very pleasant B rig sail with the sun coming up and managed to take the photo above with my spare hand. Wishing you all fair winds in 2012. ■

PHOTO: MARTIN HERBERT

Time to Update Your Yearbook Listing

Our 2012 Club Yearbook will soon be going into production, and we're requesting the help of all members to make sure all the data in the 2012 Directory of Members and Boats is correct and up-to-date. This includes current contact information and vessel particulars as well as your address. In your 2011 Yearbook, you'll find an update form on page 107:

Change of Address

Change of address or particulars...

As you make changes in your relationships, living arrangements, contact info, boats, and what not, it is important to help us stay on top of things. If things have changed for you, please use this form to help us keep track of you... our membership.

Name of Member(s) _____

Address _____

Postal Code _____

Telephone _____

Email _____

Vessel Name _____

Make / Model _____

Sail (L) _____ Power (L) _____ Length (ft) _____

Colour(s) _____

Sail Number _____

Registration/Hull Number _____

Sailboat PHRF Rating _____

If not known check with PHRF handbook

Other Sailing/ _____

Yacht Club Affiliations _____

Cut this page out and put it in the Secretary's box in the Clubhouse.

Saltspring Island Sailing Club

Please check your listings and use the form to submit any corrections needed to Club Secretary Peter Howell by February 15th. This will help us keep our Club database updated and accurate. The Yearbook will be published at the end of March.

Thanks for your cooperation!

Olympics Report

by Richard Clarke

“Congratulations boys, you are going to the Olympics!” I will not soon forget the words of our coach, Steve Mitchell, minutes after we finished the last fleet race in the 2011 ISAF World Championships in Perth, Australia last month. We’d made the medal race and thus couldn’t finish worse than 10th in the Championships – meaning we had made both the international and Canadian qualification standard for the London 2012 Olympic Games.



In the last day of fleet racing we posted an 11th and 14th. We were not sure if that would get us to the medal race, but luckily, we’d done enough.

In the medal race, a penalty dropped us from 4th to 10th on the first run. We battled back to 8th in the next race but it wasn’t enough to move us up the standings, and we finished in 10th place. We’re delighted to have the qualification out of the way and will now focus on the long list of areas for improvement before we get to the podium.

I am very excited to mount my newly acquired SISC sticker on our new Starboat and hopefully IOC regulations allow us to keep it there through the Olympics (they are a bit strict on what can be displayed on our hull). It was great to sail in my first New Year’s Day Race as a member and meet so many Club members at the fabulous lunch that followed. Thank you all so much for making Andria, Zoë and me part of your family.

We are planning an event at the Club for **Friday, April 13th** and I look forward to meeting more of you then. Watch *TellTales* for all the details. And stay tuned to clarkebjornsailing.com for regular updates, results and stories. ■

Take Advantage of this Great Offer to Members!

Group Discount
on *Pacific
Yachting*
Subscriptions
**Just \$24
for a Year**



SISC members who enjoy reading *Pacific Yachting* are being offered a group discount rate.

Regardless of your past renewal date, you can take advantage of this reduced price of \$24 per year (plus 12% HST), which will take effect from your present expiration date. If you are not already a subscriber, you will receive your first issue in spring.

To participate, your cheque for **\$26.88**, payable to Jim Linklater, must be received by February 24, 2012. Mail to:

Jim Linklater
188 Wilkie Way
Saltspring Is, BC V8K 2J4

Questions? Call Jim at (250) 537-2632, or email link@saltspring.com. Please note: *Pacific Yachting* will not accept add-ons after the group order has been mailed.

**Remember! Deadline for receipt
of your cheque is February 24th**

Cruising News

by Tanya Van Ginkel, *Fleet Captain Cruising*



Happy New Year to everyone! As **Colleen Shantz's** photos show, the self-governed New Year's cruise was a two-boat affair, but it looks like the crews of *Shaunsea* and *Inside Passage* made a great party of it!

With a new year and a new cruising season on its way, it's time to start thinking about where to go. We now have reciprocal privileges with **Royal Vancouver Yacht Club** and also **False Creek Yacht Club**. RVanYC has two marinas in Vancouver, one at Jericho and another at Coal Harbour. The False Creek YC is right under the Granville Street Bridge across from the Granville Market. We now have lots of choices of where to stay in Vancouver. I hope that many of you will take advantage of all these great options!



PHOTOS: COLLEEN SHANTZ



There are plans for several Club cruises already being put together. Many thanks to those who have agreed to host them. I will keep you all informed of the details as they firm up. The first Club cruise this year will be in the latter part of April, hosted by Scott and myself. I am currently looking for someone to host a cruise May 20th-22nd. This is during the Round Saltspring race weekend. Perhaps a round Saltspring cruise? If you are interested in hosting this cruise or if you have any suggestions, ideas or places that you would love to see put into the cruising program please let me know! ■

NEW YEAR'S EVE AFLOAT — *The Shantzses and the Ruehlens seem to never miss a chance to cruise, any time of year! They rang in the New Year in Montague under fair skies.*

Treasurer's Report

by Eric van Soeren



As of December 31, 2011, we were utilizing \$331,000 of our \$625,000 operating line of credit, but have not had to draw down on the \$625,000 mortgage yet.

The Club has spent \$482,000 on the Marina Renovation project so far, and we are over budget by about \$7,000 for consulting, and \$7,000 for the waterline upgrade.

However, thanks to good weather and the huge effort by the many Club volunteers, other parts of the project are going well and we still expect be able to come in on budget.

All of the regular members, and all but one of the associate members, who had *not* indicated an intention to resign have paid their dues for 2012. The one remaining unpaid associate member is off-island but is expected to pay once they return.

We will have to continue to be frugal but it still looks like we are on track to complete our marina upgrade and continue to provide the rest of the services the Club members enjoy within our budget for the year. ■

Parting Shots

This is always a welcome sight for local cruisers. A snug and hospitable marina lies just around the corner to port, or you can drop the hook in the protected anchorage instead, and while away a quiet afternoon before dinner in the excellent restaurant. And it's all easily within weekend striking distance. Am I making this too easy? For a great prize from our club gear stash, where are we? Send your guess to:

telltales@saltspringsailing.ca



Editor's Log

In a cruel twist, it was only days after I praised the Club's redoubled focus on safety matters in this space that tragedy struck our longtime members **John and Irene Gibbs**, with the loss of their well-loved boat, *Docent*. By now, I'm sure all Club members will know the story of the fire that led to the scuttling of *Docent* in Long Harbour. This was covered with sensitivity and heart in the December 21st *Driftwood*. As fellow boaters we all have a keen appreciation of how devastating this loss must be for John and Irene. I'd like to offer sympathies on behalf of *TellTales*, and, at the same time, praise for the responders' quick actions, and thanks that no one was injured and no other damage was done.

On a happier note, the New Year brings us ever closer to the completion of our marina renovation, and by the time the next issue of *TellTales* comes out, boats will likely be on their way home to our new docks! Over the past few months, it has been my observation that more than just our marina is undergoing a renewal. Participation at work parties, meetings and events seems to have burgeoned and members seem to be more engaged than ever in the life of the Club. Just look at our amazing volunteer efforts, our growing group of Juniors, our active and ever-improving racing program, and our well-attended events such as this year's Commodore's Banquet. All this bodes well for a very Happy New Year!

Silk Questo

Editor | telltales@saltspringsailing.ca



December's contest winner ...



This is such a well-loved spot that I had a record number of correct entries this time (nine!). The winner by a roll of the dice is **Wendy Vine**, who identified **Telegraph Harbour Marina** on Thetis Island. Wendy, you can pick up your cozy prize in the clubhouse entry just in time for the cold weather!



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