

# TellTales

Volume 35 • No 2 • Spring-Summer 2016



## Calendar

### July 2016

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						

6<sup>th</sup>-27<sup>th</sup> Wed Night Races  
 8<sup>th</sup>-10<sup>th</sup> Vendée Saltspring Race  
 16<sup>th</sup>-17<sup>th</sup> Tod Inlet Fireworks Cruise  
 24<sup>th</sup> 1030 Jack & Jill Race

### August 2016

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			

1<sup>st</sup>-5<sup>th</sup> Junior/Race Team Week  
 3<sup>rd</sup>-31<sup>st</sup> Wed Night Races  
 10<sup>th</sup>-14<sup>th</sup> Open Boat Cruise to DeCourcy Island  
 26<sup>th</sup> Sailing School Ends  
 28<sup>th</sup> 1030 Montague Harbour Race



*Our fantastic volunteers put on another very successful Round Saltspring Race on the May long weekend. More photos on page 14.*

## Commodore's Report

by Paul McManus



With the long gap between issues of *TellTales*, there's a lot to report on. I've heard from members who have been missing their issues over the spring, and although Communications Director **Silk Questo** has been trying to keep up with an overload of tasks this year, unfortunately *TellTales* fell behind temporarily.

It was encouraging over the early spring to see the clubhouse being used by the membership for many training and boating interest seminars. The Power Squadron ran several boating courses, Secretary **Dennis Fortin** conducted a course on Marine Weather and we had Cruising Talks on reciprocals and anchorages.

The clubhouse was also kept busy with lots of spring social activities. The Skipper's Choice Potluck on Valentine's day was *continued on page 2*

## Commodore's Report

*continued from page 1*

followed by our Meet & Greet evening to introduce new members and their sponsors on March 18<sup>th</sup>. Both were hosted by **Betsy Johnson** and her crew, who did their usual excellent job. Then on April 8<sup>th</sup>, **Louise Devlin** and **Jody Hawley** did a great job hosting the popular Pub & Quiz Night.

Boating activities ramped up quickly after our mild winter faded away early. Our new Fleet Captain Cruising, **Karen Laidlaw**, has assembled a full season of cruising for the members which started with an Easter Weekend Cruise to Winter Cove in late March. Our cruising program is attracting more members than ever, and the "Slow Cruise" around Saltspring during Round Saltspring weekend was a very popular alternative on the May long weekend. I encourage members to check the 2016 Club Yearbook and the Cruising pages on our website for upcoming cruises.

Meanwhile, our Foreshore Team and House & Grounds Team have been busy keeping the Club shipshape. Vice Commodore **Casey de Jong** and Rear Commodore **Nancy Côté** put together a work schedule for our Spring Work Party on April 23<sup>rd</sup>, which was well-attended with many maintenance and repair tasks checked off the list.

The temporary repairs to F dock made last fall by **David Questo** and his crew lasted through the winter and a permanent fix was effected in late May. Wharfinger **Rod Macdonald** has been doing a wonderful job keeping our slips full and accommodating as many moorage requests from both new and old members as possible, with happy results for our marina revenue.

Nancy and Casey, in cooperation with Past Commodore **Eric van Soeren**, also worked hard this spring on development of an Emergency Response Plan as part of our Clean Marine BC certification process. Thanks to their work and Eric's leadership, our marina was duly certified on April 12<sup>th</sup> and Eric had the honour of raising our

Clean Marine BC flag at our Opening Day Ceremony on May 1<sup>st</sup>.

Saturday, April 30<sup>th</sup> we held a Safety Day and Swap Meet. Many thanks to **Nancy Côté**, **Nick Hodson** and all who helped organize the day. The Rear Commodore is looking at ways to improve the program and member participation in future club safety activities.

Sunday, May 1<sup>st</sup> was our traditional Opening Day and Sailpast to officially open our boating season, with 45 boats participating in the Sailpast and 100 or more members enjoying lunch at the clubhouse. Thanks to **Betsy Johnston** and her crew for hospitality preparations, FCR **Vincent Argiro** for organizing the Sailpast, and our own "in house" pipe and drum corps, **Rod Macdonald** and **Philippe Erdmer** for piping the officers up the docks.



**Pete McGovern** and his vast committee did a superb job this year organizing another successful Round Saltspring Race on the May 21<sup>st</sup> weekend. This is always a highlight on the Club calendar and one of our biggest volunteer efforts every year. A big shout out to all who put so much time and hard work into our signature event. This year the Club racing group pitched in on the BBQ detail at a post-race volunteer appreciation event on May 31<sup>st</sup>.

One long-term planning achievement, which has been in the works for many months, came to fruition this Spring and deserves special mention. I want to thank Past Commodore **Eric van Soeren** for successfully getting the final approval for the Bylaw Amendment on the Club property.

Thank you all and have a great summer on the water. Fair winds and fine boating. ■

*Above: Commodore Paul McManus salutes Sailpast boats from the deck of Wayne and Karen Tepper's Nauti Lady.*

# Sun and Fun at 2016 Opening Day Sailpast

Having perfect weather for Opening Day just seems like a good omen. Perhaps that's why this year's event was so well attended. Or maybe it was the spiffy pipe and drum corps. Or the devilled eggs ... ■



PHOTOS: SILK QUESTO



# Vice Commodore's Report

By Casey de Jong



The House and Grounds Committee was greatly assisted in all our tasks over the Spring through the great efforts of **Chris Gadsby**, who sat in as Acting VC in my absence earlier in the year, and by House and Grounds Coordinator, **Roy Marlatt**, who

took on a big share of work and project management this year. My thanks to both of them, along with the rest of our excellent House and Grounds team, for all their efforts.

The grounds are looking good this year after major tree-trimming, parking lot marker and painting improvements, pavement work to direct water run-off and manage erosion, some outdoor lighting and electrical upgrades, and a variety of maintenance and sprucing-up tasks accomplished. Maintenance of our septic field, including replacement of the old tank covers by **Roy Marlatt**, was also attended to this year.

A new fuel locker has just been installed in the lower turnaround to provide safe fuel storage for our Club workboats. The existing red shed, where fuel was previously stored, has been left in place for now, and consideration is being given to updating it as a storage shed for specified items, as it turned out to be useful during Round Saltspring.

In the clubhouse, members may have noticed the renovated portable bar, which was handsomely refurbished by **Alan Sobieralski**, **Jill Sydneysmith** and **Gaye Gardiner**.

Still in discussion are new trophy cases, and possible ceiling treatment for sound attenuation, which we will look at in next year's budget planning.

Our Spring Work Party was well attended this year, with many of the usual maintenance tasks performed.

Much of the unseen work of our committee, on a year round basis, is our system of weekly maintenance checks and servicing of washrooms. This duty is diligently carried out by our team, who deserve many thanks.

House and Grounds also plays a big operational role in the Round Saltspring Race, and this year we fielded a large number of extra volunteers to support the event in 45 shifts of four hours each.



House and Grounds had significant input to the Club's Emergency Response Plan and is involved in aspects of our Clean Marine BC program, such as recycling and waste management.

The team is also looking at our system of planning for House and Grounds projects, to ensure regularly scheduled maintenance as well as improvements when needed will be budgeted for in advance.

An operating manual for the clubhouse is one aspect we will be working on in the coming months.

Best wishes for a safe and happy boating season! ■

*Above: The clubhouse and grounds were looking good for Round Saltspring.*

# Rear Commodore's Report

By Nancy Côté



The first half of 2016 has seen a lot of projects successfully completed by the Foreshore team. One of the first was the replacement of all remaining wooden safety ladders on the docks with new aluminum models, with thanks to **David Questo, Heinz Vitovec, Ben Greenhough, Steve West and Derek Emmerson.**

In addition, safety ladders have been installed in new locations on the dinghy dock. With that project accomplished, the planned dock improvement phase that followed our major marina renovation can now be considered completed after three years of work.

The one major project left to be done later in the spring was the F-Dock remedial work, which was identified as critical in 2015. A temporary fix was effected last fall while a longer-term solution was sought. The problem was that, after many years of service, F-Dock flotation was failing and portions of the dock were beginning to sink, putting the concrete structure at risk.

Following an underwater assessment, a solution was designed, and in late May all the old open foam and tanks under the Ganges side of the dock were removed and disposed of, with a great deal of effort due to the degradation of the open foam. Many thanks to our project team for their hard work: **Don Rose, David Questo, Heinz Vitovec, Steve West, Ian Furstrand, Ben Greenhough, Kevin Vine and Rick Bissett.**

The old flotation was replaced with encapsulated billets, with the last one installed on June 6<sup>th</sup>. The wave attenuating underwater "fence" was also stabilized with straps. It is estimated that this remedial work should extend the life of the older portion of F-Dock for another 6-8 years, after which replacement will need to be considered.

In the meantime, our usual annual spring maintenance tasks have been looked after, including our busy Spring Work Party in April. There was much cleaning, painting, and servicing of our dock assets and equipment, and **Kevin Vine** also installed our Club speed buoy. Thanks to all who showed up to lend a hand. Thanks also to **Tony Meek** for following up with replacement of the deteriorating struts on the sailing school docks in June, as this project was too big for work party day.

One of the responsibilities of the Rear Commodore is to regularly monitor our marina facilities as part of preventative maintenance. For example all dock zincs, which protect our steel pilings from deterioration due to electrolysis, are surveyed and recorded at least once a year and replaced as necessary. This check also tells us when and where any "stray" current may be occurring in our marina so it can be identified and remedied. Our survey in May 26<sup>th</sup> showed some unusual anode depletion which we took action on and are monitoring.

We are also regularly checking our older wooden piles for deterioration, and have identified some in the C-Dock area that may need replacement in due course. Finally, we also annually survey and record our dredging depths at key points along the perimeter and on the docks. Thanks to **Don Rose** and **David Questo** for looking after this during the June low tides.

There was also a lot of work under the Rear Commodore's portfolio this spring related to safety. An important part of our safety preparations at the club is an Emergency Response Plan, which I worked on this year with input and cooperation from other officers.

This plan has procedures to be followed in case of emergency such as a spill, fire in the marina, or medical emergency. This contributed to our certification this year under Clean Marine BC, and will be introduced to the membership in the fall.

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## Rear Commodore's Report

*continued from page 5*



With the help of Safety Officer, **Derek Barrio**, Swap Meet organizer **Nick Hodson**, and Staff Captain **Betsy Johnston**, we held a Safety Day and Marine Swap Meet on April 30<sup>th</sup>, the day before our Annual

Opening Day. There were RCMSAR vessel inspections done for 11 Club members' boats, along with 13 underwater inspections and more than 20 fire extinguisher inspections.

I would request everybody's assistance in keeping a proactive approach to safety and maintenance on the docks. Reporting a potential problem early can reduce risks and save expensive repairs down the road. Even though the Foreshore team checks things on a regular basis, changes can happen any time and can go unnoticed between regular inspections. Look for more "Safety Corner" hints like the one below in future *TellTales*. Thanks to all and have a great summer! ■

### SAFETY CORNER

Did you know just one drop of diesel spilled covers 1 square meter on the water? The effects of a diesel spill when refuelling can be minimized with the use of absorbent pads. These pads can be dried in the sun and reused many times before being discarded.

#### MARINE SWAP MEET AND SAFETY DAY

*(from top): Louise Devlin never misses a chance to sell our great club gear; Swap meet wheeler dealers Derek Hill and Hugh Greenwood; enthusiastic Juniors help out at the swap meet to raise money; Staff Captain Betsy Johnston shows off her swap meet deal to Rob Denny, a new clubhouse dinner bell; Nancy Côte at the dock on Safety Day; Derek Barrio tests our fire pump; The three Commodores and Safety officer check out the club Spill Kit. See more pictures on our Flickr page!*



# Staff Captain's Report

by Betsy Johnston



A full calendar of club gatherings over the first half of the year kept the Social Events Committee hopping. The **Skipper's Choice Potluck** happened to fall on Valentine's Day this year and was great fun. **Sharon Hawke** and **Diane Lugsdin** joined me in organizing the event. **Arlene Dashwood**

and **Wendy Vine** helped decorate the clubhouse with hearts and flowers, and coordinated a few "games" to liven things up, which got everyone mingling. Attendance was a bit less than usual, but the 38 members who joined us seemed to thoroughly enjoy the event, and conversation was easier with the room less crowded. Thanks to everyone who pitched in, especially **Peter Brower** on the clean-up detail.

Our traditional **Meet & Greet Pub Night** in mid-March was attended by 45 members, who enjoyed lots of great food and a convivial atmosphere. Several new members were introduced by their sponsors: **Geraldine and Dave Trompeter** were introduced by Philippe Erdmer; Keith Simpson introduced **Phil Sigmund**, whose wife Lee was unable to be there; and **Ian Furstrand** was introduced by Michael Clark. Many thanks to **Victoria Skinner** and **Debbie Brouwer** for helping me organize and execute this event. Many others contributed food (including a delicious array of devilled eggs) and assistance, and my thanks to all.

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## SKIPPER'S CHOICE

❶ Betsy Johnston and Kevin Vine, all smiles    ❷ A cozy place to gather on a winter's night    ❸ Kim Laidlaaw nd Diane Lugsdin toast    ❹ Nancy Bortz and Larry Melious – "who, me?"    ❺ Sylvia Greenwood and Norm Dinsmore absorbed in conversation    ❻ What a spread!    ❼ Yum – nice work skippers!



## Staff Captain's Report

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April was a busy month with the **Quiz and Pub Night** on April 8<sup>th</sup>, hosted by **Louise Devlin** and **Jody Hawley**. This is always a fun event and 40 attendees enjoyed the brain teasers, bevies and conversation. Thanks to Louise, Jody and all who helped out.

The **Spring Work Party** on April 23<sup>rd</sup> was well attended this year. The mid-morning break supplied the workers with lots of donated homemade muffins, coffee, fruit, cheese, sliced meats (a big hit), and crackers. About 25-30 people continued to work into the afternoon and enjoyed chili, which **Laura Dafoe** prepared with buns and cheese.

The following weekend was a big one on our club calendar: the **Marine Swap Meet and Safety Day** on Saturday, followed by the **Sailpast and Opening Day** luncheon on Sunday, May 1<sup>st</sup>. For the Swap Meet, we supplied coffee and muffins (left over from the Work Party) and left the selling of them in the capable hands of the Juniors, recruited by Greg Slakov to do some fundraising. They also assisted Rob Denny with the Juniors' sale table.

Opening Day began early for the Social Events Committee crew prepping food and setting up the clubhouse so all of us could participate in the Sailpast. This year we ordered sandwiches from Thrifty Foods, which were delicious. These were accompanied by veggies and fruit, and topped off by the traditional Embe Bakery carrot cake. We had many compliments on the food from the 100 or so attendees.

Although September seems a long way off as we all sail off in different directions over the summer, please remember to mark your calendars for our first major social event of the fall, the **Annual BBQ** on Sunday, September 25<sup>th</sup>. We'll be sending out notification when the tickets go on sale in September. Seating is limited for this popular event, so watch for more information in September.

Meanwhile, have a wonderful summer! ■



### SPRING WORK PARTY

1 Coffee's on! 2 Hungry volunteers enjoy the feast 3 Maggie Argiro on kitchen detail 4 Norbert Schlenker and Nelly Tom-Kee take a break 5 Our cheerful and efficient galley crew 6 Now that's a deluxe coffee break!

## Treasurer's Report

by Norbert Schlenker



The Club finances continue to be in good shape. A final accounting of the Round Saltspring Race was not yet complete by the date of the last Board meeting, but is expected to add a good bit of revenue to our books. Sailing School revenue, likewise, was

incomplete at the time of the last financial report, but registrations were meeting expectations.

In January the Club's debts were restructured, with the mortgage now standing at under \$700,000 and the line of credit now reduced to \$250,000.

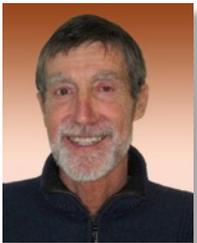
One uncontrollable factor in our budget is our property assessment, and in 2016 BC Assessment made changes in their calculations of property

values for not only SISC, but for all marina properties whether commercial or private clubs. As a result, our assessment increased significantly and our property tax went up accordingly. While our appeal of the assessment led to a small reduction, property taxes for 2016 are nearly double those for 2015, an increase of about \$15,000 which was unbudgeted. While our line of credit can easily withstand this unexpectedly large draw, the surplus and free cash flow projected for this fiscal year will be reduced. Further appeals to BC Assessment are being explored.

Our foreshore lease renewal also comes up this year, but has been delayed while BC Lands consults with First Nations. We expect to hear by summer's end what the rates will be for the new lease. ■

## Secretary's Report

by Dennis Fortin



In the first half of 2016, Saltspring Island Sailing Club welcomed six new Regular Members.

In March, **Ian Furstrand** joined our membership, sponsored by Michael Clark and Peter Howell.

**Robert and Brenda deRoos**, who were sponsored by Peter Grove and Douglas Woolcock, became members in April.

May saw the approval of two new memberships: **Geoffrey Mullins** and **Melinda Zeron Mullins**, sponsored by Casey de Jong and Greg and Holly Slakov; and **Katherine Harris** and **Thomas Knoth**, sponsored by Bo Curtis and Bob Troyer.

Again in June, the Board approved two new members: **Guy and Laura Patrick**, sponsored by

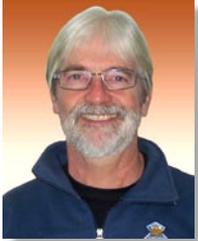
Paul McManus and Dennis Fortin; and **Daniel Morgan** and **Claire Bachelier**, sponsored by Bruce Stenstrom and Mark Strongman.

Our new members bring enthusiasm, energy and ideas to the club and are often eager to become involved, both in volunteering and club social life. Our continuing ability to attract excellent new members, who become assets to the club as well as friends, is a very positive aspect of SISC at a time when many clubs are experiencing membership declines. Please welcome these newcomers to the Club and help them become active participants in all aspects of our club when you get the opportunity.

Please note that a few yearbooks and membership cards have still not been picked up at the clubhouse, and will not be left out in the vestibule indefinitely. If you have not yet received your copy, please pick it up now or contact the Secretary. ■

# Past Commodore's Report

by Eric van Soeren



More than a year's worth of planning and work came to fruition this spring with the successful completion of the Saltspring Island Sailing Club rezoning process.

What this means is our use of the club property is now legal. Before this, we were deemed to be legally non-conforming, which meant that if there had been a catastrophic event, such as a fire that destroyed the clubhouse, we might not have been able to rebuild. Under the old zoning we also could have been required to increase our parking by as much as 30 spots. That would have been very difficult given the slope of our property. The new zoning says as long as we do not increase the capacity of the clubhouse or the size of the marina we can now rebuild.

This task has taken up much of my time spent on club business since we initiated the process more than a year ago, and I thank member **Jack Webster** for his invaluable help and perspective on the legal aspects of the zoning process. Thanks also to the successive Boards that have supported this long-term effort.

Once the rezoning was complete, the Club focused on attaining our **Clean Marine BC** certification. We started this because it looked like it would be a requirement to get rezoning. We were able to remove it from being a requirement, but the Board still believed it was worth pursuing, and that there was significant member support for taking such an environmental initiative. The process also helped us focus on things we could do better, such as emergency response planning. For example, if something bad does happen, such as a spill or a fire, it is important that we have a plan in place so we can deal with it properly and safely. Any legal liability we may bear is also reduced if we can show that we had a plan and followed that plan.

Rear Commodore **Nancy Côté**, Vice Commodore

**Casey de Jong** and their committees worked on documentation we needed to develop to maximize our Clean Marine BC rating, including emergency response plans and recycling protocols. Our Clean Marine BC audit was conducted in April and, thanks to the hard work of many volunteers, Saltspring Island Sailing Club has now been certified by the Georgia Strait Alliance as the southern Gulf Islands' first Clean Marine BC Eco-Rated boating facility. SISC joins 22 other yacht clubs, marinas, boatyards and harbour authority docks in flying the CMBC flag.

All SISC club members should take great pride in this achievement. In keeping with our Club Vision, we want to set a good example for the whole Gulf Islands community by taking responsibility for operating our marina in an environmentally sustainable manner while enjoying our beautiful waters.



"This is a great accomplishment and a very proud moment for the Saltspring Island Sailing Club, the community and also for Georgia Strait Alliance, as eco-certification is now part of the Southern Gulf Islands communities," says Christianne Wilhelmson, Executive Director of Georgia Strait Alliance. ■

## About the Clean Marine BC Program

CMBC is a voluntary environmental recognition program for marinas, harbour authorities, yacht clubs, and boatyards. Launched by Georgia Strait Alliance in 2007, the five-anchor rating program helps boating facilities to improve upon and achieve excellence in environmental best practices. Sixteen certified members representing 22 marinas, yacht clubs, boatyards and wharfs are now part of the program, and another 21 facilities have adopted the Clean Marine BC policy and are working towards certification.

# Racing Forum

by Vincent Argiro, *Fleet Captain Racing*



The Club Racing program was very active all spring with enthusiastic participation in our usual mix of events: club points races, signature races, and our Wednesday Night Race series, which started in June and continues throughout the summer.

As I'm new to the portfolio of Fleet Captain Racing, I appreciate all the tremendous support I've received from the Racing Group. In particular I'd like to acknowledge the mentorship of outgoing FCR **Kevin Vine**, who is also ably keeping our Racing pages on the club website up to date; the work of **Roger Kibble**, our PHRF-BC representative, for helping manage our transition to our new rating system; **Philippe Erdmer** for his invaluable scoring expertise; and **Martin Herbert** for shep-herding the small boat fleet in our IOM program.

Since it's been a long time between editions of *TellTales*, below is a brief summary of our spring racing season. As always, you can find complete race reports and full results on the Racing pages of our club website, along with the 2016 race calendar.

Our first "serious" race of the year in mid-January, **Ben Mohr**, was a sleigh ride with only five boats participating. Two weeks later, however, the **Groundhog Day** race attracted a large fleet of 14 boats, despite the absence of two of our regular competitors who still had not given up the sun and surf of Mexico to make it back for a race on a grey winter's day.

Perhaps it was the excellent Grounhog brunch that attracted the crowd, but as Roger Kibble reported: "This reverse handicap race was our first event using as-sailed PHRF-BC ratings and it produced a close finish in the light conditions ... a delicious and surprising race that challenged us all, with thanks to **Maggie Argiro** and all the volunteers that ensured a record turnout."

The **Channel Islands** race in mid-February (*photo below*) was a wonderful example of why we are so lucky to live, sail and race where we do – beautiful environment, challenging weather and wind, great competition, and an affable group. Ten boats were in close competition, with the podium distributed across only 88 seconds.



The **Walker Rock** race at the end of that month demonstrated a different reality of spring racing in our coastal waters: when the forecasts diverge, be prepared

for the maximum scenario. The prediction on WindAlert, the most accurate one that day, called for 30+ knots of wind by 10:00 am, with a southeast blow clocking all the way around to west by afternoon. That's exactly what the fleet of six boats got, along with spitting rain, racing clouds, dazzling sunlight and multiple rainbows.

For our two-day, mid-March **Spring Regatta**, the eight competitors in the fleet experienced every condition imaginable. Saturday went from wild wind shifts in the first race, to a second race that began with an agonizing crawl out the harbour at 1.5 to 3 knots, and ended with a blistering drag-race to the finish in a 15-18 knot southwesterly, *continued on page 12*

## Racing Forum

*continued from page 11*

with a howling squall dumping buckshot-sized hail on the decks in between. Sunday's race saw only four boats brave the 15-20 knot east-southeast breeze, with order of competitors consistent from start to finish.

*(The photos at right, both from the Spring Regatta illustrate the changing conditions over the weekend.)*

The **Round Prevost** race at the end of March saw nine boats finish of the 11 who started. The fleet's skills and patience were tested by a mixed bag of tricky, changing conditions, reminding skippers that, even with wind forecasts getting better and many of us having sailed these same waters dozens or even hundreds of times, no given day is truly predictable and no race strategy is worth much after the lines are cast off. This was reflected in results, with finish times varying by more than two hours. No one broke any records for Round Prevost, but everyone certainly experienced how special a trip around our neighbourhood islet always is. The lesson learned once again: sailing here is not easy, it is not obvious, but it is sublime.

Our course for the **Bas Cobanli Memorial** race in mid-April was designed to be challenging, but doable in the time limit, allowing for the opportunity for some changes of fortune. By request of the racers, an alternative short course was set for insurance. As it turned out, we had a lovely day for the scenic course, but variable conditions and a few wind holes whittled the boats that finished within the time limit down to four out of the 11 that started.



Our **Opening Day Sailpast** on May 1<sup>st</sup> saw a fine parade of about 45 club boats lined up in good order to salute Commodore **Paul McManus**. After the Executive was ceremonially led up to the clubhouse by our own piper Wharfinger **Rod Macdonald**, and drummer Race Scorer **Philippe**

**Erdmer**, the festive crowd enjoyed the traditional luncheon.

Then it was time for the **Opening Day Sailpast Race**, with 13 boats at the start line in light, variable winds. The no-flying-sails rule for this fun race evened out the pace, with the fastest boats finishing in 1.5 hours, and everyone across the finish line in less than 2 hours. The homeward leg was enlivened by a cigarette-type power boat roaring into Ganges Harbour at 40+ knots cutting through the fleet, followed by a law enforcement boat with four unsmiling, flak-jacketed officers in hot pursuit.

Our biggest race event of the year, of course, was the **Round Saltspring** race on the May long weekend (*see coverage and photos on page 14*). Thirteen of our own club boats participated, with **Roger Kibble** on *Electra* winning the Doug Thomas Trophy for first SISC finisher, followed by *Velica* and *Caliente*.

On June 12<sup>th</sup>, nine boats assembled at the starting line for the **McMillan Trophy** race for a lovely start in a 7-9 knot breeze that was filling in. Diminishing wind in Captain Passage played havoc with many boats' strategies and progress, but the race was completed by everyone by lunchtime, followed by snacks and good conversation in the sun at the picnic tables on the dock – a shining Sunday indeed.

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## Racing Forum

*continued from page 12*

The **Moresby-Portland** race had been delayed by a month by the time our seven competitors lined up at the start. Despite nearly full-moon tides and a complicated forecast, we managed to strike this long and challenging race off the calendar on June 19<sup>th</sup>. It turned out to be even longer and more challenging than expected, with boats stalling out at various points along the course long enough to drop anchor and have a leisurely lunch. In one duel between *Velica* and *Oasis* to escape the current near Fairfax point in little wind, *Velica* was flushed back twice before finally gaining the point to chase a faint wind line towards home. As the wind finally strengthened late in the day, five boats found the finish line near sunset after more than 10 hours of sailing.



Our last long race in Series B was **Captain Passage** on June 26<sup>th</sup>, a reverse handicap. As always this race tests a skipper's tactical approach to the sometimes opposing forces of wind and current between Saltspring and Prevost islands, and the twists and turns of the course. Seven club boats and visitor *Ogopogo* set out in a 10 knot breeze under sunny skies. However, after rounding Batt Rock buoy, the slackening wind was overcome by the strong ebb current, driving many of the boats off their course line. While *Velica* eked out a first place, it came at the price of her first close encounter with one of the rocks off the Prevost shoreline, winning herself a sure nomination for the 2016 Broken Tiller Award.

Although not part of our club series of points races, there were a couple of other notable "just for fun" racing events this season that were enjoyed by many. In February, **Kevin Vine** led about eight boats on the SISC **Winter Craze**, a circle course race-cruise around the Pender Islands with an overnight stop at Port Browning. This is becoming

a popular alternative to the longer inter-club Boyz Cruz that happens around the same time.

Most recently, SISC hosted the 2016 **Vendée Saltspring Race** in collaboration with Maple Bay Yacht Club. A two-leg, three-day, three-feast event, this year's Vendée started at SISC on Friday night, July 8<sup>th</sup>, with the first racing leg to MBYC on Saturday, where the day's winners were presented with the traditional yellow shirts (*photo at left*).

Saturday's race featured a long lull in the "parking lot" from Beaver Point around to Cape Keppel. Although the wind later picked up near Musgrave Rock, enabling 17 of the 26 boats to cross the finish line in a tight cluster less than half an hour before the 6:00 pm time limit, the other nine boats were left on the course DNF.

The Sunday leg from Maple Bay to SISC began with light, fickle winds in Stewart Channel that faded to nothing near Grappler Rock, and for a while it looked as though the short course mark at Southey Point might come into play. Then the wind filled from the southeast in Trincomali Channel, and as boats laboriously inched their way past the point, they suddenly took off like a shot for a brisk upwind sail to Nose Point and into Captain Passage, carrying most of the fleet over the finish line well before the time limit. See full results and photos on the club website Saltspring Vendée page.

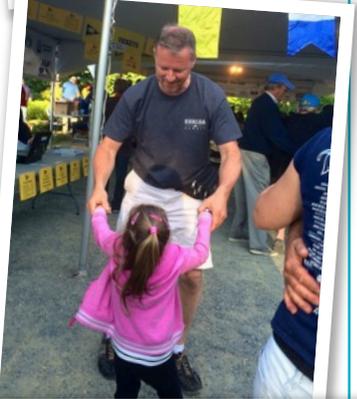
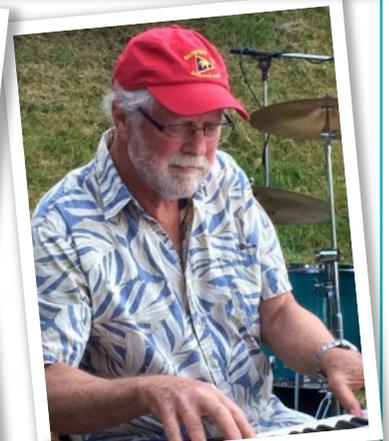
Now we're into the summer racing regime, and Wednesday Night races began on June 4<sup>th</sup>, with 12 boats participating in the June series. Series B Wednesday night races continue through July 27<sup>th</sup>. Series C opens with five Wednesday night races starting August 3<sup>rd</sup>. The next long race will be Montague Harbour on August 28<sup>th</sup>.

Have a great summer on the water, and don't forget to check the Racing pages on the website. If you wish to be on the Racing Group distribution list to receive notices and reports by email, all you need to do is contact Fleet Captain Racing. ■



# ROUND SALTSPRING 2016

We've done it again! Put on another fabulous Round Saltspring Race and demonstrating once more why it is the "favourite regatta" of many racers around the Strait of Georgia. You can see the full results for this year's exciting race on the Round Saltspring page on the club website, and enjoy hundreds of photos from race weekend on our club Flickr site. Here is a little taste of this year's event in pictures contributed by **Larry Melious, Maggie Argiro, Silk Questo, Bob Troyer, Ryan Preddy**, and others. On this page, the party begins ...  
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Race day began under cloudy skies with light winds. But anyone who has raced around Saltspring Island knows this rule: Expect anything. Conditions can change, and as it turned out, a the gentle start later turned into a fast race, with even the last boat over the finish line coming home by around midnight.

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Sunday was podium day. Time to celebrate great performances and applaud the volunteers and participants who made it all happen. Another year, another circle around the rock, another show of camaraderie, another set of new war stories to tell. Another spectacular weekend! ■

**❶ Marshall Sharp Trophy**

First overall was Eric Jespersen's *Mischief* (SNSYC)

**❷ Second Overall**

*Willo the Wisp*, skippered by Jeff Eckhard (RVicYC)

**❸ Third Overall**

Colin Nichol's *Jackrabbit* (CFSA)

**❹ Line Honours**

*Valkyrie*, RKR Racing

**❺ UK Sails Team Challenge**

Sidney North Saanich YC Team 1: *My Tai*, *Blue Shift*, *Arnica*

**❻ Doug Thomas Trophy**

First SISC boat to finish was Roger Kibble's *Electra*

**❼ Tar & Feathers Trophy**

Last boat to finish was *Effervescence* skippered by RB Bortz (SISC)



# IOM Nationals Hosted by SISC

By Martin Herbert, IOM #34

The National Championships hosted by our Club on June 4<sup>th</sup>-5<sup>th</sup> was fully subscribed, with a waiting list, and had 16 boats from south of the border challenging our merry gang of racers.

The event was supposed to be held in the east this year but as no one stepped up to do it we again claimed the honour. Let's hope someone else steps up next year as we are burned out, especially after the massive Round Saltspring Race, which takes a heavy toll on our volunteer base at the club.

Now to the racing. There were 18 races completed over the three day event, which meant that the race committee pulled off 36 heats. This was remarkable considering the shifting wind that came in waves then died, causing some heats to be abandoned and re-sailed.

**Lawrie Neish** did a stellar job, especially since the event was undermanned, sometimes in a most spectacular way, as on Saturday when the chase boat operator failed to show up. Our bacon was saved by the Childs – husband, wife and chase boat – who also stood up and helped out in many other ways. **Gunther Yip** of Vancouver was also at the ready at a moment's notice with a smile on his face. **Graham Herbert** showed his expertise on the first day by setting an excellent course in record time.

The racing was tight in both A and B fleet with 20 boats on the start line in each. Twenty boats all the same speed makes for a very crowded start and first beat, and those who race in big fleets all the

time could be picked out by the finesse of their sailing. The rest of us tried our best and struggled to sail a clean race, not always with success.

The top four boats put on a clinic on how it is done and all stayed in A fleet throughout the event. They were the only ones who managed this feat. In the end it was the Californians who took the day, winning the top three spots, although the third place was a tie with defending Champion **Graham Herbert**, who lost the tie breaker in an arm wrestle

just before the awards were given out. The podium finished with **George Pedrick** 1<sup>st</sup>, **Gary Boell** 2<sup>nd</sup> and **Jess Atkinson** 3<sup>rd</sup>, all Bay area sailors and very good ones. Only three Canadians made the top 10.

Now for the local club news. The highlight for me came in the fourth race when **Mark Wallace** sailed a strong race to finish 4<sup>th</sup>, beating two of the top boats and being so far ahead of me that he could barely hear my cheer as he crossed the line.

In the tenth race I reached one of my goals, which was to beat everyone in the event

at least once. The easy way to do this is just to win a race but that proved too hard. However, by getting a second place I picked off the top two who had eluded me thus far.

In the big scheme of things the level of competition had improved considerably in the last year. Mark and I have been training twice a week with **Greg Slakov** as our coach and that has been invaluable, but it is no match for the training that the

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## IOM Nationals

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Americans are doing as they fight for the six places Americans are allowed in the 2017 World Championship in France.

**Gary Boell**, who has criss-crossed North America this year, went on to the European Championships in June in Spain, where competition is furious for the 76 places available. I had hoped that my training would allow me to hold onto the the 6<sup>th</sup> place I got last year. Alas, this was not to be. Mark was the only local to improve his place over last year, going from 23<sup>rd</sup> to 20<sup>th</sup>. I dropped from 6<sup>th</sup> to 9<sup>th</sup> and **Roger Kibble** dropped from 25<sup>th</sup> to 34<sup>th</sup>.

We would be greatly aided in our efforts if we had a bigger fleet to challenge us on our home waters. The racing was very exciting, close and nail biting and even though we were full on concentrating we did hear the words of support from club members who came to watch and cheer us on. It was much appreciated.

On the social side of things, there was plenty of merriment starting on Thursday night when my wife **Rosemary** cooked dinner for 50 people at our house. It was a lively event that also featured a cultural element as five artists either racing or related to racers produced works of art and showed and exchanged them in my studio. The studio event was supplemented by an impromptu boatbuilding event as boat shortening to meet the rules took place.

**Roger Kibble**, the master of salmon, fed the fleet on Saturday night and a hard working gang lead by **Aileen Neish** and **Tara** (with twins) provided lunches each day.

At every turn our American visitors pitched in and helped, and they wonder why we welcome them back year after year with open arms and a smile on our faces. In the end it is the wonderful people that come to these events that make them so special, and judging by the smiles and hugs at the prizegiving, we were all winners. ■

## Channels

By Silk Questo, *Communications Director*



As most readers will have surmised by the very long gap between issues of *TellTales*, it has been a busy spring for your Communications team, with many competing priorities. I want to personally apologize to members who have been missing their *TellTales* for this lapse in the schedule. When I agreed to stay on as Communications Director one more year, I knew I would have less time to devote to it in 2016 than in the past, and when time had to be juggled, the projects that had “hard” deadlines – like the Yearbook and Round Saltspring Race – had to come first.

Fortunately, we have a great Communications team this year, as well as contributors from our program committees, who are bringing their considerable skills and talents to the task. My thanks to Webmaster **Connie Brett**, Photography Coordinator **Larry Melious**, Yearbook Advertising Coordinator **Ruth Riddell**, and website contributors **Kevin Vine** (racing pages) and **Wendy Vine** (volunteer and cruising pages) for their great work. Great credit also goes to Database Manager **Norbert Schlenker**, who is the somewhat invisible hand behind the email blasts that members look to for timely bulletins, news and reminders.

Over the summer vacation months, I will start catching up on updates, planning for fall Communications projects, working with our team to improve systems, and recruiting for the 2017 Communications portfolio. If you have an interest in this area, I would love to hear from you! There are lots of fun opportunities ahead.

But first, it's time to go sailing! As you cruise, race, or just hang out on the water this summer, please think about sharing your photos and stories with your fellow club members in our September issue of *TellTales*. Just email me your stuff at [telltales@saltspringsailing.ca](mailto:telltales@saltspringsailing.ca). Have fun! ■

# Wharfinger's Report

by Rod Macdonald



We have been quite successful this year keeping the marina at or near capacity, which helps our revenue. This is a continual jigsaw puzzle for the Wharfinger year round, as new members join, other members retire, and members who have or want moorage buy new boats or sell their old ones.

As of late spring the marina was 100% full with a short waitlist, but by the time you read this, that probably will have changed.

If you're looking for a pleasant way to put in your volunteer hours this summer, check the **Duty Wharfinger** schedule in the gatehouse at the head of the pier and find an empty day or two to sign up for. If you did not attend the Wharfinger workshop I put on in May and have questions about volunteer Wharfinger responsibilities please contact me.

Over the summer, I ask that all members who moor their boats at the club pay special attention to **safety on the docks**, and make sure you are familiar with the **rules and regulations** regarding moorage that you're responsible for following.

For example, if you have non-member visitors to your boat, including family or tradesmen, you as a member must let them in to the gate and accompany them while they're on club property. **Our gate code should not be given out to non-members** to come and go at will.

Also remember that **children must wear life jackets while on the docks for safety**, whether they're your own children or visitors. If you do not have appropriate child size PFDs for visitors, check the pier for the loaners supplied free by the club. Children do need supervision while on the docks, where accidents and injuries can easily

happen. **Pets must be under control** while on the docks, and always on leash.

As a courtesy to your fellow members, please **return carts to the pier** when not in use, and stow properly.

Also remember that the **turnaround area is for loading and unloading only**. It is not a general parking area.

As we have had some issues with oil slicks appearing in the marina (see our Rear Commodore's "Safety Corner" tip on page 6 of this *TellTales*), I want to remind members with moorage to **check your bilges, use oil absorbent pads as necessary, and to turn off automatic bilge pumps unless your bilge is clean and oil free**. We are all responsible for safeguarding our marina environment as a Clean Marine BC certified marina.

Very importantly, **when you unplug your power cord at your boat – whether still moored at the dock, or when leaving the marina – you must unplug the other end of the cord from the power source**. Leaving the loose end of a "hot" power cord lying on the dock is extremely dangerous and could cause severe damage or injury if it comes in contact with water. We see this safety hazard over and over again walking the docks – please don't let it happen in your slip. And if you see this situation elsewhere, please unplug the offending cord and report it to the Wharfinger.

I want to thank Rear Commodore **Nancy Côté** for her support on the docks and her great work on safety issues. Thanks also to Wharfinger committee member **Arne Hetherington** for his help and moral support, and to **Scott Cadenhead** for performing electrical power checks this spring.

Happy summer everyone! ■

# Cruising Report

By Karen Laidlaw, *Fleet Captain Cruising*



The Cruise Committee has been very active in 2016, with a number of well-planned and popular cruises over the spring.

We began the year with a number of enjoyable educational social events, hosted in collaboration with the Salt Spring Squadron of the Canadian Power and Sail Squadrons (CPSS). Following a well-attended talk on “My Favourite Anchorages” by **Hugh and Sylvia Greenwood**, **Lorne and Colleen Shantz** presented a talk about the Broughtons.

In February, **Jon Healey** gave an interesting account of “The History of High Frequency Radio on the BC Coast,” and in March the Cruise Committee hosted “Exploring Reciprocal Moorages” with **Wendy Vine and Alan Brooke** organizing the event. Attendees joined in a lively discussion sharing their reciprocal experiences and suggestions. In April, the final lecture of the year was an entertaining talk by **Ray Martin and Margot Challier**. Ray told the story of his voyage from Auckland into the New Zealand sub-Antarctic Islands as crew on *War Baby*, a 61’ racing sloop once owned by Ted Turner. Ray’s adventures were illustrated by extraordinary images of the seascapes, anchorages and local flora and fauna.

The Easter weekend on March 25<sup>th</sup>-28<sup>th</sup> saw an enthusiastic group of 22 cruisers on 10 boats rendezvous at **Winter Cove** on Saturna Island. We enjoyed the Bus Tour of Saturna, which included the Heritage Centre at East Point, a trip to the summit of Mount Warburton Pike, a drive-by tour of downtown Saturna, and a debriefing at the Lighthouse Pub in Lyall Harbour. Patrick and Gail Beattie hosted happy hours and dinners on Friday and Saturday.

The May long weekend cruise, coinciding with the Round Saltspring Race, was a “**Slow Cruise Round Saltspring**”. Fourteen boats participated in all or part of this fun and leisurely voyage, which took us to Montague Harbour, Chemainus, Russell Island, Annette Inlet, and back home. See the Cruising pages of the Club website for a complete account of our adventures, with more photos.

At the end of June, **Kevin and Wendy Vine** on *Deryn Mor* led eight boats on an interesting historical cruise to **Newcastle Island** in  
*continued on page 21*



**EASTER CRUISE TO SATURNA**  
(from top) The happy cruisers pose for a group portrait; Boarding the bus for a tour of Saturna; Julie van Soeren and Dorothy Finnigan in glamour shades; Kim Laidlaw, Karen Stene and Wayne Tepper enjoy sightseeing.

## Cruising Report

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Nanaimo Harbour. En route, most of the group spent the night at Clam Bay, went through Dodd Narrows at slack, and then caught mooring buoys in the Marine Park. We enjoyed dinner at the unique floating Dinghy Dock Pub on Protection Island and the next day we explored historic Newcastle Island. See lots of photos and a write up of our adventures on the Club website.

Our summer cruise to **Daphne Island**, taking in the Butchart Gardens' Saturday fireworks from Tod Inlet, is now upon us. **Rob Denny** and **Nighean Anderson** and **Kevin and Wendy Vine** will host this cruise to Rob's family's beautiful Daphne Island on July 16<sup>th</sup>-17<sup>th</sup>.

Watch the Cruising pages on the club website for reports on past cruises and information on upcoming cruises. Several more adventures are planned for this year, including an **Open Boat Cruise to De Courcy Island** in mid-August, a **Victoria Inner Harbour Cruise** in September, a **Pub Cruise** in late October, as well as our usual **New Year's Cruise to Montague** in December.

I'd like to thank the hardworking members of the



Cruise Committee for all their contributions over the spring: Reciprocal Officer **Alan Brook**, **Nicolette Arnoldus**, **Jennifer Healey**, **Rob Denny**, **John Lugsdin**, and especially **Wendy Vine** for keeping up our Cruising web page and notifications. Happy Cruising to all over the summer! ■

### **SLOW CRUISE**

*(above) A different (and more relaxing) way to go round Saltspring was enjoyed by 14 boats at various stages in this popular alternative cruise to the Round Saltspring weekend.*

## Notes to Cruisers ...

### **New Reciprocal Clubs to Check Out**

A number of new SISC reciprocal clubs have been added, not all of which were confirmed in time to make the 2016 Yearbook. New clubs this year include:

- **Campbell River YC** (Oyster River Estuary, BC)
- **LaConner YC** (Swinomish Channel, WA)
- **Port Ludlow YC** (Port Ludlow, WA)
- **Kingston YC** (Kingston, WA)

You can get details on these clubs through our SISC club page on the Yachting Destinations website. Our Club website will be updated to include these clubs on the Reciprocal page.

### **New Procedures for Boats in US Waters in 2016**

US Customs and Border Protection (CBP) have issued new procedures for entering the United States by private boat. The new system allows Canadian cruisers ("foreign flagged private vessels") to obtain a Cruising License on their first entry to US waters at a CBP port of entry (e.g., Anacortes, Friday Harbor, Roche Harbor), after which they can make additional trips to the US while the licence is valid (one year) on an expedited basis. With a valid Cruising License, cruisers will no longer be required to purchase a CBP decal. You can read more detail on our Club website Cruising page by downloading the fact sheet in PDF form assembled by Wendy Vine, or by visiting the CBP website.

# Dinghy Report

by Bruce Stenstrom



The great group of volunteers working with the Fleet Captain Dinghy to run the **Summer Sailing School** and the **Junior Program** were busy all spring with planning, preparations and maintenance.

All our boats were in the water by June and in good shape, and a number of upgrades and repairs were done to our motorized dinghies. We also upgraded our training tools to better teach navigation aids, right-of-way rules and wind theory. It looks like our programs are on good footing financially this year.

Our Sailing School opened on June 27<sup>th</sup> and will continue through August 26<sup>th</sup>. This year we are offering a full range of courses, including CANSail 1 through 6; more Opti classes due to high demand; a one-week Opti intermediate course; Laser Racing and Technique classes; Wet Feet for the little ones; and, for the first time, several one-week adult sailing group classes. We seem to have anticipated the correct mix of classes to offer as we're well-subscribed without heavy standby lists.

The Junior Program continues to evolve based on the interests of enrolled Juniors and the level of participation we have.

Junior Week is August 1<sup>st</sup>-5<sup>th</sup>, and this year we are opening this program to our Race Team as well as our Juniors who sail with instructors, in an effort to improve our use of resources and provide better recreational opportunities. This summer Juniors will enjoy fun sails in the evening, keel boat crewing opportunities and, for qualified sailors, the Race Team.

The Race Team kicked off in late June under the direction of Coach Greg Slakov. Greg assesses prospective team members and the hope is our team can take part in some regional races and regattas this year.

A huge thank you to the club volunteers who make these programs possible: Sailing School Coordinator **Matthew Troyer**; Junior Fun Sails host **Jim Raddysh**; Race Team Coach **Greg Slakov**; **Philippe Erdmer**, who continues to look after all things motorized and our trailer fleet; **Mark Strongman**, who puts together our schedule and donates the use of his invaluable Effective Registration program; and support from many other club members like **Rob Denny**, who helped out with the Juniors sale table at the Marine Swap Meet, and **Silk Questo** and **Connie Brett**, who assisted with our website and communications.

In addition, I'm pleased to welcome back two very dedicated volunteers – **Sophie and Noah Hart** – who have been with us now for four years and are in the pipeline for future instructors. I am also pleased that our same core team of instructors came back this year. Our team has tremendous experience and expertise and I thank you.

Over the summer, for safety's sake please be aware of our dinghy sailors in and around the marina, especially when departing or arriving at our docks in your boat.

And remember, as always members are welcome to use the dinghies when they're free. Please look after the equipment as if it were your own, as damaged or lost equipment has to be replaced. For more information about dinghy use by members, please contact Fleet Captain Dinghy.

Have a great summer everyone! ■



## Parting Shots

This issue's Parting Shot slot goes to photographer **Ryan Preddy**. Round Saltspring weekend saw many visitors to our docks, but none like this chummy sea lion, who decided to have a nap on the dock in the middle of all the activity. Ryan caught him snoozing!

If you catch any great shots this summer, please send them on to [telltales@saltspringsailing.ca](mailto:telltales@saltspringsailing.ca)

Our Parting Shots contest will resume in the September issue of *TellTales*.



## Editor's Log

Ryan Preddy's great photo of our visiting California sea lion above is a vivid reminder of why our club's Clean Marine BC certification as an Eco-Rated Marina is such good news for members, and all the fauna and flora we share our waters with.



With this certification, Saltspring Island Sailing Club – the first facility in the southern Gulf Islands to be so recognized – is showing positive leadership in environmental sustainability. I know this will be gratifying to a lot of members who have been advocates for the marine environment for many years, and I'm also sure that there's not a single member of our club who does not love and care about the health of our beautiful coast.

You'll be hearing more about this program next fall, including some of the best practices this commitment entails, such as having an effective emergency response plan, a recycling program, and other common-sense steps.

Wherever you sail this summer, stay safe, have fun and enjoy the natural beauty around you!

*Silk Questo*

Editor | [telltales@saltspringsailing.ca](mailto:telltales@saltspringsailing.ca)



### And the latest winner is ...



... to be announced in our next TellTales in the fall. Sorry folks, but entries to our last Parting Shots contest – way back in February – are hiding right now somewhere in an email box and refuse to be found. I will make best efforts to go search in every corner and announce the winner in September!



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**September TellTales deadline is  
Friday, Sept 9<sup>th</sup>.**