What a great turnout for the Fall Work Party! Despite the cool and wet weather conditions, we had 110 people performing various organized tasks on the grounds, in the clubhouse, and on the docks. Don Dashwood and Bob Jones both expressed their pleasure at the completion of all jobs on the docket. And a special thanks to Debbie Wrate and her crew for the wonderful food and non-stop hot coffee. It was especially gratifying to see a group of Junior members and many newer members joining in this fun (and productive) outing.

As you read this edition of TellTales, all final preparations for the Commodore’s Banquet on November 17th will have been completed, and I hope that many members will attend our major social event of the year.

The 2011-2012 SISC Board convened its final monthly meeting on November 6th, with another full agenda. This talented group shares continued on page 2
Commodore’s Report  
continued from page 1

a special sense of teamwork, which supported a wide range of important accomplishments over the past year.

This TellTales report is my last one serving as Commodore, and I wish to take the opportunity to acknowledge the extensive contribution made for the Club by our core group of Volunteers, namely your Board members and their Committees. Their leadership, dedication and positive attitude towards making SISC the best Club continues as my major source of pride as a Member.

Please ensure that your calendar is marked for the 2012 Annual General Meeting scheduled for November 27th at 1900 hours at the clubhouse. The Agenda for this critical membership meeting is shown at right. In addition to other significant Club business matters, the AGM will feature the election of members to the 2012-2013 Board of Directors. I would ask all members to attend. Due to notification timing considerations, a Notice of this Annual General Meeting, together with the Agenda and Nomination Committee Report, previously was forwarded to all members by email (and post by exception).

I wish to draw your attention to the Nomination Committee Report on the following page, which lists the proposed candidates for election to the 2012-2013 Board of Directors at the AGM, as noted above. I certainly echo the comments of Gary Morrison in his TellTales report, that these proposed members represent an excellent slate of candidates. Many thanks to Gary and his Committee team for a job well-done!

However, it is disappointing that no member has stepped forward as yet to stand for election as a candidate for the Board position of Fleet Captain-Dinghy, to replace Patrick Beattie, who has enhanced both the Junior Sailing Program and the Summer Sailing School to outstanding levels of success. This present situation will place the future of both programs for the sailing youth of our Club at risk, if no resolution is forthcoming within the near-term. If any member has an interest in the position of Fleet Captain-Dinghy, please contact Gary Morrison (Chair of Nominating Committee) to discuss this opportunity.

I look forward to seeing everyone at the Commodore’s Banquet on Saturday, November 17th.
Past Commodore’s Report
by Gary Morrison

The swan song for the retiring Past Commodore is the Nomination Committee Report, which proposes candidates for election to the Board at the Annual General Meeting. I am pleased to say that, with one exception noted, it was not necessary to twist arms very hard to arrive at an excellent slate of candidates.

The Nominating Committee is appointed by the Board but acts at arm’s length from the Board, drawing information from various sources to arrive at a list of candidates for election. A primary source was the database of Members’ interests, compiled by Volunteer Coordinator Jenny Barrio. Insights about talents and experience, gathered at the interviews for new members, were provided by the Membership Officer, Susan Castle.

Board Members, in their capacity as Committee Chairs, are in an excellent position to encourage Committee members to step forward and were an important source of suggestions. The Nominating Committee members also drew on their collective personal contacts with most Club members.

In preparing the slate of Board candidates, the Committee chatted with a long list of Members about serving on the Board, next year or in the future. Proceeding from these contacts, we worked with a short list of potential nominees to discuss specific positions, and thus found the best overall fit of six pegs to fill the holes on the Board.

But, as of November 10th, there was still no peg for the seventh hole to be filled: Fleet Captain Dinghy. After approaching members who have worked with the outgoing Dinghy Captain, Patrick Beattie, it became evident that the responsibilities of this demanding position need to be reviewed. Any member interested in this position need to be reviewed. Any member interested in this position need to be reviewed. Any member interested in this position need to be reviewed. Any member interested in this position need to be reviewed. Any member interested in this position need to be reviewed. Any member interested in this position need to be reviewed. Any member interested in this position need to be reviewed. Any member interested in this position need to be reviewed. Any member interested in this position need to be reviewed. Any member interested in this position need to be reviewed. Any member interested in this position need to be reviewed. Any member interested in this position need to be reviewed. Any member interested in this position need to be reviewed. Any member interested in this position need to be reviewed. Any member interested in this position need to be reviewed. Any member interested in this position need to be reviewed. Any member interested in this position need to be reviewed. Any member interested in this position need to be reviewed. Any member interested in this position need to be reviewed. Any member interested in this position need to be reviewed. Any member interested in this position need to be reviewed. Any member interested in this position need to be reviewed. Any member interested in this position need to be reviewed. Any member interested in this position need to be reviewed. Any member interested in this position need to be reviewed. Any member interested in this position need to be reviewed. Any member interested in this position need to be reviewed. Any member interested in this position need to be reviewed. Any member interested in this position need to be reviewed. Any member interested in this position need to be reviewed. Any member interested in this position need to be reviewed. Any member interested in this position need to be reviewed.

Unless this position is filled at the AGM, the Board will fill the position by appointment once the job expectations have been addressed. And so, with the above exception, my job as Past Commodore is done and I shall slip back into retirement. It has been a privilege and a pleasure to be part of all that the Club has accomplished over the year.

Board of Directors
Nominations 2012-2013

The following Members have been nominated by the Nominating Committee to serve on the Board of Directors of the Club for the next year in the positions stated. They will be proposed at the Annual General Meeting to be held at the clubhouse on Tuesday, Nov 27, 2012.

Commodore Eric van Soeren
Vice Commodore Patrick Beattie
Rear Commodore Bob Jones
Fleet Captain, Racing Mark Strongman
Fleet Captain, Cruising Susannah Devitt
Fleet Captain, Dinghy TBA
Staff Captain Lynn Clark
Wharfinger Don Rose
Treasurer Howard Holzapfel
Secretary Peter Howell
Communications Director Silk Questo

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

The Nominating Committee
Gary Morrison (Chair)
Liz Anderson
Jon Healey
Bruce Logan
Derek Lundy
Perry Ruehlen

Posted November 10, 2012
Staff Captain’s Report
by Maggie Snee

The Fall Work Party, from the staff Captain’s point of view, was a success. Shepherds pie seemed to go down well with many, with or without ketchup! The rainy cold day seemed to boost everyone’s appetites which kept the leftovers to a minimum.

Next and final item on my list for organizing is the Commodore’s Banquet. I am sure there will be a good turn out as there has been to every event I have been involved in setting up during my tenure.

Thanks go particularly to Debbie Wrate, Vicki Morrison, Dawn Shaak, Jackie Sutton, Sam Keating, Susan Paynter and Bruce Logan for their help with the Work Party. It was reported to me that many others also lent a hand in the kitchen so thanks also to those I may have missed for helping out. Much appreciated, thanks everyone!

I would also like to thank Club members for their support and assistance over the duration of the year of my efforts as Staff Captain. In particular Susan Castle, Jenny Barrio, Jill Sydneysmith, Jennifer Healey, Arlene Dashwood, and last but not least Patrick Beattie have helped me greatly with learning the ropes!

I wish you all an early Season’s Greetings and a very Happy New Year.

THANKS FOR THE BREAK!
Clockwise from top right: Chilly volunteers line up in for hot coffee; Always a smiling welcome from the warm-hearted kitchen crew, Sam Keating and Debbie Wrate; Coffee break treats for the dedicated Junior Members who turned out to help; Work Parties are always a great time to catch up with friends, old and new; Workers take a break from raking leaves to warm up; Mmmm, muffins!
Rain Can’t Dampen the Work Party Spirit!

1. Larry Shetzer gives our sign a scrub
2. Ruth Humberstone conquers the leaves
3. Russell Logan, Gene Drzymala and Derek Lundy look happy to take a break
4. “Men in Blue” Mark Strongman, Keith Simpson and Pete McGovern
5. Ray Martin and David Questo conferring
6. Kevin Vine and Lorne Shantz polish up the pier rails
7. Vera Kononoff tends her garden
8. Bucket brigade led by Lorne Shantz
9. Gary Morrison and Philippe Erdmer have a parking lot conference
10. Wet gear came in handy for the dock work
11. Sharon Hawke and Jennifer Healey catch up on news.

PHOTOS: SILK QUESTO, COLLEEN SHANTZ
A Little Yard Work ...

There’s no secret to why our Club grounds always look so well-groomed. Thanks to our volunteers who wield the rakes, clippers, buckets, tarps, saws and other implements of destruction for taming the vegetation!

This time of the year always presents a period of highs and lows at the Club, for a number of reasons.

On the one hand we are going through the somewhat sombre drill of preparing our boats for the winter after a wonderful warm summer season on the water. Also, November marks the end of our Club’s administrative/financial year and along with that comes the inevitable list of member resignations when we say good bye to old friends and their boats, some of whom have made valuable contributions to the Club for many years.

This year we are saying a sad farewell to eight Regular, two Associate and one Junior members. The good news however, is that we have several applications for new memberships in the pipeline, who will hopefully bring new and fresh inspirations to our Club.

I would, at this time, ask that we all recall what it was like to be a new member and make a point of greeting any new faces we encounter on the docks and around the Club. New members, after all, are our means to a successful future.
The major event of this month was the Work Party on Saturday, November 3rd. It rained hard but that appeared to stimulate enthusiasm rather than dampen it. The list of members who put in time on the docks was legion, I will not provide the list for fear of omitting one or more of the workforce. Suffice to say this was what was achieved:

- The water line along the North end of F Dock was secured to the bull rail
- Assorted lumber attached to F Dock during renovations was removed
- The electrical wires under the F Dock to Breakwater were re-secured in a better manner
- The hoops for the tender dock pilings were put in place
- A weakness in the concrete tender docks was corrected to give a better profile
- The speed buoy was hauled and the cover re-attached (anti-fouling is for the Spring)
- The last of the new hose bibs/hose hangers of F Dock were plumbed into the system

I am sure there was more but this is what I remember.

Now onto the bad news. An inspection of the bull rail and combined wave attenuator on the north part of F Dock has shown further deterioration of the attachments to the concrete. At one point it is quite loose and a “NO TIE UP” sign has been attached showing outwards with survey tape indicating the affected area. I have asked Stephen Carter of IMC to urgently get a quote on the necessary new attachments. While the dock surface brackets are a relatively simple repair, the U-bolts attaching the underwater parts are a diver’s job. The scope of the work has not yet been determined but it is not going to be a cheap fix.

A notice will be posted on the gate shortly announcing the shut down of the water system. Looking at the long range weather I would anticipate this being around the 25th of November. There will also be an email blast. Once drained, the drain valves will be closed, the hoses disconnected and faucets closed. In the event of a fire, activating the main water valve will charge the system allowing the fire hoses to be used. I request all members to familiarize themselves with this valve in the wooden box on the foreshore to the left of the pier.

As there is generally one blue hose to four boats will members collectively ensure these hoses are drained. Frost-damaged hoses will be replaced and charged back to the members responsible.

This is also the time to inspect your power cords and ensure their suitability to carry 30 amp power. Yes, I know many of you only draw 5 to 10 amps but the system can deliver 30 amps and will do so in the event of a fault before the breaker panel. Ten gauge wire with watertight plugs are mandatory. Any lesser cabling will be disconnected. Its just the right thing to do! For the few 15 amp household outlets on the docks a good quality extension cord with watertight end fittings will be suitable.

While on the subject of winter preparations now would be a good time to check dock lines and snubbers for both wear and tension. Halyards should be tied off to avoid slapping on the mast and if you are using tarps please ensure that they are tied down correctly and doing their job.
Aloha from Kauai. I hate to leave home when we finally get some real sailing weather but sitting by pool replenishing my vitamin D has its benefits.

Six boats turned out for the Captain’s Passage race even though it was pouring rain that morning. Thought I might have a podium finish but was nicked by Kay D and Imp who were a minute and change ahead. Electra was the clear winner. The Jack Langdon reverse handicap was well attended with 10 boats including Stuart Farson on JJ Flash, who we have not seen for a while, and a new boat, Toon Town, who came over from Pender Island. JJ Flash won followed closely by Imp and Baron Rouge. Only an 18 second spread at the finish so it must have been a nail biter coming back down the harbour.

After a fair bit of juggling and rescheduling, we finally held the demonstration protest meeting at the Harbour House hotel on October 16th. It was intended to be an educational event and attracted about 40 members. Not having been involved in an actual protest, I have to admit I had no idea how much trepidation sailors have about holding them, even for educational purposes. Fortunately the meeting was chaired by David Hart, an island resident who is an expert in the field. The meeting was a model of good-natured decorum as David led us through a very interesting process.

I now know that to initiate an official protest you must call “Protest” and name the offending boat while waving (hoisting) a red flag. Immediately after the race you must submit a protest form, which describes the incident, to the Race Officer, and ensure that the protested boat is notified in case they did not see the flag or hear the hails. An impartial jury of three is formed immediately to hear the evidence from both skippers and any witnesses. It’s kind of like a courtroom trial but no lawyers are allowed so there is no fighting. The incident is reconstructed using diagrams and the jury determines if any rule was broken by either boat.

continued on page 9

Top right: Keith’s caption is: “We are here” (thanks for sharing, the rest of us are “here” in the rain); Right and below: Wildfire, Paramour, Electra, Kay D and Kialoa close racing in Long Harbour.
International One Metre Report
by Martin Herbert, IOM #99

Most of the IOM news this winter has been classified TOP SECRET, but the spy hot line is buzzing. With the creation of a new secret testing venue and the return of the National Championships in June to our fair Club, there has been rumour of a sail and rig program in the works.

For most of November and December your reporter will be working at a site on the lagoons of Venice, and not to make too much of a Cinderella story about it, here is his transportation to and from work:

The new year will bring a busy schedule of testing and tuning and another year with a full slate of regattas both here and in the United States.

Our friends in Washington, Oregon and Idaho have seriously upgraded their boats, bringing in the hottest designs from England and New Zealand, so we will have our work cut out for us just to maintain our position.

Are we up to the challenge?
Time will tell.

Racing Forum
continued from page 8

Our demonstration included an actual incident between two of our Club boats and it was determined that no rule had been broken.

I have been trying to encourage our group to engage a little by handing out red flags at the last race, but no one seems very keen. I guess I’ll have to leave it to the next Fleet Captain.

As the Commodore’s Ball will likely have passed by the time you read this I can announce that Martin Herbert on Kay D was the Doug Thomas Total Points Trophy winner for the year. Richard Clarke on Braveheart won the Steve and Pam Thomas Round Saltspring Trophy. Martin Herbert also won the Kibble Cup. Martin was undeniably the best sailor in the Club this year and he often does it all by himself.

I’d like to thank my Committee of the past year, many of whom I hope will continue to assist our new Fleet Captain. Mark Strongman is our nominee for 2013, and I wish him the best in the upcoming year.

With the new slips and new boats coming to the Club we have been holding the line on the number of racing boats in the last few years and we probably have some opportunity to rebuild the fleet to its former glory. If all the skippers who are acting as crew took their own boats we’d see an immediate and dramatic increase. Finding good crew can be a challenge, I know.

I have managed to recruit a group of agile keen younger people to sail Soul Thyme in December and hopefully in the New Year. I think I will soon be the envy of the fleet.

My thanks also to the past and new executive who have and will continue to look after myriad issues and make our Club such a great place to play. I will see you on the water.
Dinghy Fleet Report
by Patrick Beattie, Fleet Captain Dinghy

The Junior racers are still going strong. The GISS race team placed second in the Lower Vancouver Island High School Regatta, which took place at Royal Victoria Yacht Club. They are now preparing for the last regatta of the season taking place the weekend of November 23rd–25th.

The racers have been getting some great training from Olympian Richard Clarke, who has been putting them through their paces and man it shows!

The Junior Program has grown so now it is time for the program to look ahead to next year and we are looking for help!! The Juniors need adult members to help out with the organizing of these different programs. Please contact Patrick at 250-537-7722 if you can help.

The next big task for the Junior team is to inventory the sailing fleet and plan the replacement of the dinghies. This year we concentrated on replacement and upgrade of our chase boats.

I would like to thank the Junior team of organizers for all their hard work this year on helping build this great program. Without them there would not be a Junior Program at all. Thank you!

Above: Junior Members scrub dinghies for winter at the November Work Party. Below: Junior sail training.

NEW FACES AT SISC

Brian Gilliam and Jill Collingwood

Brian and Jill are ex-pat Brits who have just moved to Saltspring to retire after 30 years living and working in Vancouver. Jill’s career was as an ESL teacher, while Brian served as VP for the Space Missions Group of MacDonald Dettwiler.

Since 2001 they have cruised Hot Rum, a re-creation of a 1930s classic coastal cruiser built in BC in 1980, from the Gulf Islands to the Broughtons. They have also taken a turn at the tiller, when Brian was a sea cadet in Cornwall, UK, and when they raced their Taser out of Jericho Sailing Centre.

They are looking forward to being part of the Saltspring community and active members of the Club.
Channels
by Silk Questo, Communications Director

We will soon be planning our 2013 Club Yearbook and starting to think about communications for next year’s Round Saltspring Race. Already? Well, actually yes! I’m happy to report that Michael Clark has again put his hand up for coordinating advertising for our next yearbook, and we will keep Club members updated in hopes some of you may wish to advertise to your fellow members.

I’ve agreed to continue next year as Communications Director on our Board, if approved at our upcoming November 27th General Meeting, and look forward to working with the executive and our fabulous communications volunteers in 2012.

Christmas Shopping Event

SATURDAY, DECEMBER 1st • 1 – 5 PM • CLUBHOUSE

Put a little elephant under your tree! Louise welcomes you to the SISC Christmas Shopping Event, where you can shop or order fabulous gifts for your favourite sailor. Like these warm and stylish knitted toques, now here in four colours.

Call or email Louise 250-537-4622 • louisedevlin@hotmail.com

FREE HOT MULLED WINE!

NEW!

Albert and Mia Kaye live on Saltspring Island and are married with three children, Chloe, Hunter and Luke.

Albert’s grandmother and father were born on Saltspring Island and Albert has lived here all his life. Albert is a 350-ton endorsed skipper, and operated tug boats on the west coast from Alaska to Seattle. He is now a retired Captain.

Mia’s family has fished the BC west coast since the 1930s, and her aunt and uncle moved to Saltspring in the early 1970s. She works as the Admin Assistant to the Marine Superintendent, BC Ferries, at Long Harbour.

Their boat, Seawhip, is a favourite pastime for the family, sailing around the south coast of BC. They are looking forward to being part of the Club for their children to enjoy boats and the water, as much as they do.
Parting Shots

It may look like an exotic landfall in the Caribbean, or Mexico, perhaps. But this popular resort is found on a not-too-distant isle, though many cruisers are used to seeing it from a different point of view. I don’t want to make this too easy, so you’ll have to name the harbour and the resort for a chance to win one of Louise’s outstanding prizes. Where are we? Send your entry to: telltales@saltspringsailing.ca

Editor’s Log

We’ve all seen the painful images of what Hurricane Sandy left behind last month, particularly in the New York and New Jersey area. Long Island Sound, which experienced a storm surge of up to 13 feet, is where I grew up on beaches and boats. We had hurricanes every year when I was a kid, but nothing like this. Not even close.

I couldn’t help but think of my Dad’s pride and joy, his 1964 woodie Grand Banks 36, Antares IV, when I saw the sickening sight of boats piled up on the shorelines, some sitting in the middle of roads or nestled against the front stoops of houses. The surge clearly overtopped many pilings designed for the 8 foot tidal range, sending docks, boats, the whole kit and caboodle adrift inland. Antares and her skipper are both long gone, but I know what Dad would have thought: they’d better start taking this climate change thing seriously. He would have come to this conclusion grudgingly, but he was a practical man and a realist.

Weather is something mariners and farmers learn to pay attention to if they want to survive. We’re out there, exposed, subject to the whims of natural forces that can’t be fought … only obeyed. I’d like to think that boating is one way to gain a little extra wisdom about nature – perhaps the most pleasant way. Fair winds to all those enjoying off-season sailing adventures!

Silk Questo
Editor | telltales@saltspringsailing.ca

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