



Thetis island

\$10

# QUARTERLY



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**EDITORIAL**

**THANK YOU FOR THE THANK YOU!**

At the end of a very busy first summer season at Telegraph Harbour Marina Jaime and Jennifer White threw a thank you BBQ for the community that approximately two hundred people from both Thetis and Penelakut enjoyed. So thank you Jaime, Jennifer and their terrific crew for a true community event! Thanks also to Island Farmhouse Poultry who donated all the chicken plus brought with them and set up the BBQ's the night before.

While I'm spreading around the thank you's I'd also like to thank the TIVFD and all the vigilant residents who kept us safe during another hot, dry wildfire season and all the volunteers who keep our Island community running smoothly, fed, entertained and informed.

*Carol Sowerby*



Telegraph Harbour Marina photos by marina staff



A fabulous day at Telegraph Harbour Marina

**THIS YEAR'S HOLIDAY CONCERT**

*On the stage at Forbes Hall,  
3:00pm, Saturday Dec. 9*

*Fun for all*

*(and Santa may even show up!)*

Though you may be reading this at seemingly the last minute, if you have a fun, 5 minute-max skit or solo that is itching to be shared, email slowrando@yahoo.ca and we will do our best to get you up on that stage, too. Otherwise we hope to see you enjoying the concert and feel free to offer help setting up, cleaning up or sharing a plate of your favourite seasonal treats after the concert.

*Margaret Woodhouse*

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**THE THETIS ISLAND QUARTERLY**

The Quarterly is published by the Thetis Island Community Association around the 1st of March, June, September and December of each year, to highlight the people and activities of Thetis Island. The new digital Quarterly comes free with TICA membership but both digital and print versions may also be obtained by subscription at a price to be determined after this trial year. Subscriptions can be purchased through Nan Beals, c/o The Quarterly, Box 1-7, Thetis Island, V0R 2Y0 or 4nanbeals@gmail.com

Perspectives and opinions contained herein are not necessarily those of TICA, and the editor reserves the right to edit submissions for clarity, brevity or taste. Substantial edits must be approved by the author before going to print. The deadline for all submissions is roughly four weeks prior to the publication date (i.e. Feb. 1st - Spring issue, May 1st - Summer issue, Aug. 1st - Fall issue, and Nov. 1st - Winter issue.) Electronic submissions are preferred where possible, and should be sent to the Editors at quarterly@thetisland.net. Or, the mailing address is Box 6-15, Thetis Island, V0R 2Y0

The cover photo is by Carol Sowerby.

## LETTERS HOME

October 7, 1946 – June 4th 1947

### Part I

In 1946, the Rev John Antle signed two girls aboard the yacht *Reverie* as crew and tried to sail to New York through the Panama Canal. Fierce storms in the Caribbean forced him and his crew of two, 18-year-olds Audree Sherlock (later to become Audree Rees) and Lucy Varty, to turn back. Audree recounts the adventure in her letters home. An older man going off with two young women as crew might be questioned today, but apart from the fact that it was a more innocent time, and Antle himself was a man of considerable integrity, it's worthwhile to remember that this was 1946. The war was only just over. Any young men coming back from the fighting, if they were fit, were going to work. And the war was a time of rapid emancipation for women. Girls growing up during the war saw for the first time their society, their factories, their businesses, run as much or more by the women left at home, than by men. The world truly was "their oyster."



Rev. John Antle, Audree Sherlock and Lucy Varty

October 7th 1946

Dear Folks,

Honestly now is the very first chance I've had to sit down and write you. And things are happening faster now than ever. But to start at the conventional place - the beginning.

Saturday, we sailed to Nanaimo, arriving about 8:30 PM to find it like December. Everything was new to me and I still remember the first time on the halyard (it hurts your hands at first) and the first trick at the wheel sailing by compass.

The next morning was drizzly and I went on a busman's holiday by crewing in a race. Very regrettably it rained and everyone passed us, and becalmed that night we got dressed up and went to church. Skipper skunked Lucy at crib before she'd go to bed.

We spent all day Monday on the dry dock there because something had gone wrong with the shaft and pitch of the prop. When I went up to a machine shop



Reverie, Captain and crew



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there for a wrench the man's daughter was none other than my lab partner at Varsity last year. We were two surprised kids.

A friend of Skipper's there, Capt. Johnson a sea pilot, insisted the two greasy crew members (us) have a bath at his place the next morning. He drove Skipper down to immigration and they came back with The Province newspaper as I was drying out. After a good laugh at the paper, he gave us a bottle of wine and drove us to the shopping centre so we could get last supplies.

*October 9th 1946*

It was lunchtime when we got to the fuel dock and set off for Maple Bay. It was one of the most beautiful afternoons of the trip going through those Gulf Islands – a calm sea with sun shining. It's a sight you don't forget easily with so many Islands making you feel like you're on a lake. We arrived at sunset and spent the evening sewing new cloth over the life jackets.

Lucy put some graham crackers on a thread slyly and Skipper was once again a victim next day - only one day after she'd given him a dog biscuit in Nanaimo and he started to chew it innocently with us too weak in laughter to stop him.

The next morning Lucy went up to the top of the mast on the bosun's chair to fix our headlight and we drained the oil out of the engine getting ready for the deep Deep.

Skipper's friends came down with some peaches and

took pictures. In the afternoon we motored through the islands to Canoe Cove, near Sidney, for a jumping off place. There's a little Island with a Shell Oil sign on it just outside the Cove that looks like a traffic marker that lost its way. We arrived about 5 p.m. and talked to the fellows on a 40-foot sloop who were headed for Victoria. That night a yacht came into the next berth after a few days of fishing and they gave us six lovely grills (young salmon) and a squash pie and then we had our last full night's sleep for quite a while although we got up at 6 a.m.

There wasn't any wind so it was a case for the diesels right past Victoria and the Race Rocks along the International Line through Juan de Fuca and our first view of American soil.

I had just cooked the last three fish for supper (they'd become a little high too) and was cleaning up the dishes when a good south-easterly came up. I didn't get on deck any too soon to relieve that feeling either. Lucy was at the wheel and we really boiled along, tacking for Cape Flattery. I turned in at midnight and relieved her at 4 a.m. to find the wind just as strong. It's quite an experience to be at the wheel of a boat racing through the water at night with the wind blowing on your face. I found myself quite warm enough with the green jacket over my regular clothes but Lucy was wearing about half a dozen things to keep her warm. Skipper stayed up all night sitting on a pail in the doghouse dozing off



ANTLE, REVEREND JOHN (1865-1949) Missionary. Born: Brigus, Conception Bay. Educated: Brigus; Queen's College, St. John's. Ordained: deacon of the Church of England 1889; priest: 1890; received his D.D. from Trinity College 1898. Antle became rector of Holy Trinity Church, Vancouver in 1899 and in 1905 he founded the Columbia Coast Mission.

*from "Remembering the Columbia Coast Mission"*

John Antle and his successors brought medical and pastoral care to the rough-and-tumble settlers of the southern B.C. coast, serving an area from Sechelt to Kingcome Inlet, including the east shore of Vancouver Island and up Bute and Jervis inlets. They were known to every logger, fisher, homesteader, and First Nations community in the region. They attended christenings, marriages, and burials, established hospitals, preached at church services, pulled teeth, delivered mail, and provided fellowship and advice.

They also ran a well-known, well-loved fleet of Anglican mission boats, including numerous vessels named Columbia and John Antle. For sixty-four years, from 1905 to 1969, people living in the remote settlements, logging camps, inlets and lonely bays of British Columbia's coast grew to depend on the

ships and crews of the Columbia Coast Mission, founded in 1904 by the Rev Antle. For over 50 years of its seagoing life, the Columbia Coast Mission ran some 20 boats and one aircraft, offering pastoral, medical, dental and social care to the isolated and needy.

All this took place at a time when the province offered neither health care nor medical insurance, neither workers' compensation, nor social welfare. The ship was a dispensary, a consultation room, an emergency ward or an ambulance, as occasion demanded. It was also a traveling library and a chapel. A doctor was hired; he was also a mechanical engineer. The Reverend John Antle was trained to be an anaesthetist; he combined this job with his other work as chaplain, skipper of the Columbia, first-aid expert, nurse, sometimes cook, editor of the monthly magazine and superintendent of all activities of the Mission.

from time to time. I felt a little sleepy about dawn but it passed away entirely by 8 a.m. We were closer to the Canadian shores all this time but could see the light on the Cape.

When I came on watch again, we had passed it and were going out with little wind on a very roly sea. Skipper finally turned in and I was alone up there for the first time with my backside doing a hula on the box we sit on. The fish boats were thick in the afternoon. I counted 26 in view at one time. By this time, we two weren't doing much eating because we'd have to lie down the minute we went below or suffer the consequences. Even the pills wouldn't stay down.

By Saturday night the wind was so light it was changing around to the NW where it belonged and we hove-to and slept until 5 a.m. We were eating by now and had a breakfast that made up for some we had missed. Lucy had to go up in the boson chair again as it came off according to the plan. Skipper was below having his first shave and Lucy was scrubbing herself on the foredeck with me at the wheel - a quiet Sunday at sea. A lot of transparent jellyfish were floating by the near surface. They feel awfully strange in your hand.

The next afternoon we were sailing along at a fair clip and decided to put out the log, it's a brass bullet shaped thing about a foot long with fins on it. In a matter of minutes, the rope was trailing along the surface minus our log. We hauled it in to find it eaten almost through every foot. Skipper was pretty upset.

#### *October 10th 1946*

Lucy called me next morning at 7:30 instead of 8 to take in a reef in the sail. A wind had come up and was blowing gale full force. We didn't realize then that for the next four days we'd be in for it ... We were running before it reefed down towards shore that day. It was rather hazy and all of a sudden, the shore line appeared in the distance and there was a high tower - like rocks rising out of the water - within a few miles. This was south of the Columbia River and Skipper headed her out on the other tack not wanting to see land that close again for a long time. We didn't either.

We kept running before it all the next day too with big waves piling up from behind us but never coming aboard, she's one skip in a million the way she took them. Everything below was rolling out of place, pots were banging on the wall, Lucy tied herself in the bunk after falling out twice. The tilting table even spilled the things off it a couple of times; you couldn't stand up in the cabin much less in the toilet. When I was steering that night, the compass jumped right out of its case into the Skippers lap. Later on, Lucy broke another record by putting the lee rail under and up to the cabin. There wasn't much sleep to be had during this time. The first night Lucy and I took two-hour stretches at the wheel while the

other dozed and looked out for lights. The second night we only took an hour at a time because it was so tiring keeping her on course. The batteries had upset in the heavy roll, so we didn't have any lights.

A wave tumbled over right into the cockpit almost 5 a.m. Thursday, so we had to take down the main and heave-to because the bilges would get too full at that rate. As it was, we pumped nearly a day with the boat heaved-to for a full two days more. The wheel was lashed but two of us had to sit up in the doghouse to keep a lookout because we didn't have lights on. By this time all of our clothes were damp and it became rather uncomfortable. Lucy and I were getting a kind of kick out of all this by the way. In fact, I was really enjoying myself, ignorance is bliss they say.

You could look for miles and see nothing but waves that look like mountains. Skipper took a very dim view of our predicament and was inclined to be grouchy. We knew he'd had hardly any sleep so continued to kid him along and joke as much as possible.

By Saturday morning the gale began to subside and the white caps went away, leaving the regular heavy, cross swell. We too wanted to put some canvas on again to get moving but the boss was skeptical of the storm, so today was spent untangling the halyards, straightening up the sails and just breathing a bit more easily. By supper time, we had the storm jib as spinnaker with a course towards land as we figured we should be roughly 100-150 miles off-shore by this time, just off Cape Mendocino.

Just before dawn you can see land in the distance that you might not see again all day even if you're approaching it. On Sunday we saw land and had a nice breeze to go along parallel with it. It was a treat to sail in the flat water. I remember that I cooked one of our best suppers that day and Skipper read us a short service as the sun set.

*To be continued...*



Cape Mendocino lighthouse, 1940s

## REMEMBERING

### AUDREE (SHERLOCK) REES

August 31, 1926 – August 27, 2023

*From the online obituary for Audree:*

Audree Rees, wife of Pete Rees, passed away August 27th, 2023 at The Hamlets in Duncan, BC. She was an expert sailor, a pioneering woman and long term resident of Thetis Island, Clam Bay Road.

Audree was also pre-deceased by her sister Geraldine of Vancouver, who passed away August 1, 2023.

Audree was known to friends and family as a woman of determination – building the house with Pete that they lived in for over 55 years, the Rees Ranch as we knew it. She was a supportive aunt to Jerry, Jan and Ken, offering them new experiences away from city life, along with her sister Geraldine, when the kids were growing up. Pig roast Lu'au's, horses, sheep, driving her Bentley around Thetis, a woman of diverse interests.

*From notes by Merry Gooding:*

Audree and Pete were my friends and neighbours for 45 years. Audree became a many-faceted part of my life - as an older sister, a mentor, comrade and mate. The first time that I encountered Audree was one warm morning in July, 1978. Aud was riding down our driveway, 123 Clam Bay Road, on the back of her horse, Hassan. "Hi neighbour," she called out.

As can be seen from another story in this *Quarterly*, about her crewing on a sailboat bound for New York via Panama in 1946 when she was 18, Audree was an energetic and competent sports-woman. She was a keen field hockey player while at UBC (she graduated in Pharmacology), a member of the UBC Women's Grass Hockey Team that played in the Commonwealth Games in Perth in 1952. It was an historic achievement for the Team, which was the first to represent Canada at an International Field Hockey



Tournament. A few years ago, the 1956 team was put into the field hockey Hall of Fame. Audree's name is on list.

Audree was also the first female skipper on the Swiftsure Yacht Race out of Victoria. She and Pete first met at the Kitsilano Yacht Club. There's a snippet in a newspaper of the time, recording that the "star sailors" at the Royal Vancouver Yacht Club, thinking they were being magnanimous, gave her a four minute lead in a local race. She

widened that to six minutes by the end of the race, winning handily.

She was always deeply attached to the sea, and she and Pete loved the 33-foot sailboat they built, the *Toroa*. It was on the *Toroa*, while exploring the Gulf Islands, that they found and chose Thetis Island as their retirement home.



Audree and Pete, sailing over from Vancouver to Thetis on the *Toroa*

Audree began by designing their bungalow out of popsicle sticks before they built the house. She lived there and looked after the acreage until Pete

retired in 1980 from the Vancouver Fire Department (after commuting every four days by BMW motorcycle to Vancouver and back for several years.) Homesteading fulfilled their Thetis years: ranching, gardening, sailing, motorcycling, spinning/weaving, horseback riding, flying, travelling and Bentley driving ...

*From nephew Jerry Gildemeester:*

“My Auntie Aud was around when I was born. Helping my mother out with us three boys I got to know her well. There was never any doubt about what her opinions were.

“When I was 2 or 3 years old, I was told she rescued me from a peaked roof I had climbed onto outside an attic in my parents’ rental suite in Kitsilano.

“When she and Pete set up the house and ranch on Thetis, they brought me back and forth many times on their sailboat Toroa. I remember it as a peaceful seven hour trip with the tide from the RVYC.

“My Auntie Aud was often the first one to give someone a compliment. She was always encouraging me to do things - learning to drive on Thetis Island she would say just take the Mercedes, go learn to drive and park. See you when you get back.

“She was very confident on the sea. One time travelling from Vancouver to Thetis Island in inclement weather the swells were so big, the speedboat was pounding so hard I couldn’t see anything, but she got us in a straight line from Vancouver through Portier Pass to Thetis no problem. (Dusty the poodle and I were not so confident)

“She loved to watch F1 racing, assorted motor-racing, Americas Cup sailing, tennis and other sports on TV.

“At one point, I had purchased a BMW motorcycle and decided to travel down the Baja through

Cabo San Lucas. We’ve all heard of the 6° of separation – well, on a dusty road in Cabo I ran into Pete and Audree in front of a café. By happenstance they were sailing in the area and were in town having breakfast and saw me riding by. The picture below says it all about Audree – every time I look at it, I have fond memories.

“Chickens, ducks, sheep, turkeys, cows, rabbits, dogs, cats, pigs, horses kept her days busy.

“As seen at Thetis Island rural skills, Audree would show children how to weave on a loom, starting with raw fibre to a finished unique cloth.

“After she quit sailing, she took many cruises with my mother to exotic locales such as Panama, Colombia, Bahamas and Alaska. They seemed to have their own unique language which I observed as they prepared to travel - very interesting, as my uncle Pete her husband was fond of saying (wink wink).”

*From Merry Gooding’s eulogy at the Celebration of Life:*

Dear Audree passed away on Sunday morning, August 27, 2023, five days before her 97th birthday. I spent the night with her. Before dawn, I had one more special time with her and she left with dignity and relief. Now, our Audree is free, free of pain, confusion and all the bothersome baggage of being a human being. I am grateful for her friendship and also for the privilege of being with her at the beginning of her next journey.

I remember a time the two of us were sauntering down

Clam Bay Road and I mentioned how lucky I was to be living here on Thetis. She did not waste time replying, “It’s never entirely luck, Merry, it’s choice, your choice to come build and live on Thetis Island - not just luck! “ I take that as a compliment to myself and all of us who have ended up living here.

Dear Audree and Pete. I will keep our memories, smiles, frowns and tears close to me and be thankful for the times we had together.

*More from the online obituary for Audree:*

Thank you to Merry and Arthur Gooding for



Jerry and Audree in Cabo San Lucas

being great friends and neighbors, and for Merry visiting Audree every week after Pete's passing. Special thanks to Maureen and Wayne Loiselle for their visits and celebrating milestones with Audree at the Hamlets. To Anne-Marie for her friendship and Rick for flying with Pete and to continue to do so after Audree went to the Hamlets. Pete really

loved to fly! The TIVFD and Jeannine for their support and camaraderie – it meant so much to both Pete and Audree.

We hope Thetis Island residents will take a moment to think of Audree and Pete. They surely loved their life on Thetis Island.

*Jerry (Pat) & Ken Gildemeester & family,  
and Merry Gooding*

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## **SHEILA KELSEY**

*passed away September 20, 2023*

The interment of her ashes in St. Margaret's Cemetery was held on Saturday, November 25th, followed by a Celebration of Life at the Community Centre. A remembrance of her life will come in a later issue of the *Quarterly*.

## **NATURE**

### **ASK ANDY: ARE THE SEA STARS BACK?**

Particularly the last few years, I have been asked this question or some version of it by many Thetis Islanders. While the question is simple, the answer is complicated and



A very similar scene to the one in The Cut pre 2013.  
Phil Egell photo



depends upon the species of interest.

### **Background:**

The marine environment between Oregon and Alaska is home to the greatest diversity of sea stars anywhere within the planet's temperate zone. At least fifty species live at shallow (less than 200 m) depths and the majority of these are accessible to intertidal and SCUBA diving naturalists. And scientists continue to discover and describe additional ones.

Sea stars are generally large, colourful and easily noticed by even the most casual observer, making them very popular "finds" for Thetis Islanders. At least six species are available to those folks viewing from the shore, while in addition, more than twice that many are subtidal denizens that we divers routinely encounter.

### **Historical**

So abundant and common, local sea stars were for generations of islanders a fact of life along our shores. Always there. Then suddenly, starting in 2013, vast



numbers literally melted away, becoming unrecognizable “gooey messes” and ultimately vanishing. This unprecedented phenomenon occurred coast wide from California to Alaska.

What killed the sea stars?! This question echoed throughout the region. Alerted by the general public and particularly by shore bound naturalists and alarmed SCUBA divers, scientists gathered samples and data to try and solve the mystery. This included significant input from Thetis Islanders who continue to supply information for this ongoing effort.

Several earlier editions of the *Quarterly* addressed the issue over the years. Upon reaching a ten year anniversary of this catastrophic event, it seems useful to update the situation as it applies to the waters around our island.

### ***Cause(s)***

In spite of a huge, multi-disciplinary effort, the exact reason for what has been termed sea star wasting disease syndrome (SSWS) remains uncertain. A virus has been isolated from at least one species of sick and dying sea stars. Environmental factors have also been implicated. Currently, no satisfactory, overarching answer to this vexing question has materialized.

Sea star wasting continues coastwide, affecting at least twenty different species. And while the greatest impacts happened between 2013 and 2016, periodic flare ups still occur. Thetis Island observations continue to document this situation. The following discussion will outline findings species by species as applicable to our island.

### ***Purple star *Pisaster ochraceus*\****

The iconic purple star is the most noticeable species to islanders and generally the one relevant to the question “Are they back?”. This vividly coloured sea star was drastically affected around Thetis Island in 2013 and 2014. It was particularly evident at the narrowest part of “The Cut” where a huge number of long established large adult specimens were wiped out. At other locations, islanders also reported large losses.

During the interim period, Thetis Islanders have participated in numerous yearly “sea star counts” at Clam Bay, The Portal and The Cut sites. These efforts have coalesced around the Thetis Island Elementary School and the Thetis Island Nature Conservancy (ThINC). In addition, SCUBA members of TIME (Thetis Island Marine Explorers) provide data concerning the subtidal situation. All of this information contributes to an international effort to understand sea star wasting syndrome and studies into causation factors. A huge shout out to everyone involved!

In summary, with the input of many islander reports of “the sea stars coming back”, there has been a definite increase in observations of the purple sea star. Optimistically, this speaks to a population increase via recruitment of young. This good news likely also indicates that many “survivors” with a resistance to the cause or causes of SSWS have re-emerged from hiding. Whatever. The good news is the purple sea stars are “back”.

*\*The name for the species scientifically termed ‘Pisaster ochraceus’ created in 1835, is a source of confusion. The second word leads to a common name of ochre star. From*



A purple star showing the white lesions typical of the early infection stage. Neil McDaniel photograph



Above: An unusual deformity of a purple star found during a Clam Bay sea star count. Charlotte Fesnoux photograph.

this fact, it appears the specimens used for the original scientific description were collected from the outer exposed coast portion of its range. There, the ratio between ochre and purple specimens is about 50/50. However, in the inner waters of the Salish Sea (including Thetis Island), ochre specimens are not found. Only purple ones – which results in another name. In “Marine Life of the Pacific Northwest”, we addressed the dilemma (EC1, page 325) and use “purple or ochre star.”

**Giant pink star *Pisaster brevispinus***

Another large and obvious species, the giant pink star is very seldom exposed at low tide. However, it is readily seen in adjacent shallows where it lives upon sandy or muddy bottoms.

The giant pink star also suffered extreme casualties during the 2013 SSWS massacre. In particular, the many large adult specimens living at the north end of “The Cut” suddenly disappeared. This event was readily seen via my kayaking activities. At other Thetis Island sites, a similar situation became evident.

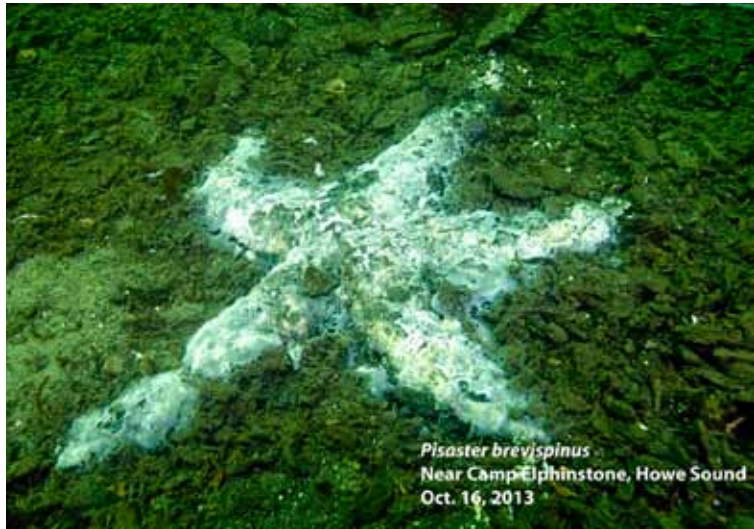
For both the purple and the giant pink sea star, SSWS appears in stages. This usually begins with twisting of arms (rays), then an appearance and increase of light-coloured lesions and finally, the ultimate wasting/melting away. However, such lesions are more obvious on purple bodies than pale pink ones making an initial diagnosis more difficult in *Pisaster brevispinus*.

On a positive note, TIME members continue to notice healthy giant pink stars, of all sizes, at our frequented Thetis Island dive sites. And recently, seldom finding wasting specimens.

**Mottled star *Evasterias troschelii***

The mottled star has been a common shoreline species along the beaches of Thetis Island. It appears in a variety of colours but its anatomy definitively distinguishes it from other local intertidal sea stars. The ratio of arm (ray) length to main body (central disc) diameter is the obvious difference. The mottled star has a relatively small body with long arms where as other intertidal forms have larger bodies with shorter arms.

Starting in 2013, the mottled star has been impacted greatly by SSWS both intertidally and subtidally. But unlike the first two species, the resulting demise usually ends differently. At the final stage, the individual star drops its arms (rays), and these appendages often become scattered about.



Above: a virtual footprint -- what remains of a Giant Pink Star totally wasted. Neil McDaniel photograph.



Above: A wasting mottled sea star showing arms (rays) about to completely fall off. Neil McDaniel photograph

Below: An assortment showing the colour variations (shades of gray, orange, green, and brown) of the mottled star plus one small purple star. Can you find it? A pre-2013 scene near Vancouver.

Neil McDaniel photograph.



In the intervening period, the mottled star populations around Thetis Island have remained relatively stable albeit much reduced. Remaining individuals are of small and intermediate sizes with virtually no large ones to be found. TIME members continue to find wasting individuals during underwater explorations.

**Leather star *Dermasterias imbricata***

Perhaps the most easily recognized resident sea star, the olive and red coloured leather star is readily distinguished by touch. It is smooth – just like wet leather.

While a few wasted specimens have been recorded since the outbreak ten years ago, it has remained virtually unaffected coast wide. And here, at Thetis Island, numbers remain high for both large adults and juveniles. Of course, the un-



Above: A typical grouping of the leather star. Although the image is dated pre 2013, such a sight is still common including at numerous Thetis Island sites. Neil McDaniel photograph.



One leather star cannibalizing another and showing the fuzzy gills protruding -- heavy breathing. Marc Chamberlain photograph.



Above: A leather star showing evidence of a predator's embrace -- possibly a sunflower star or another leather star. Neil McDaniel photograph.

immunity seems most likely. But exactly how this works is another subject for research.

In the next issue, a follow up presentation involving sea star wasting syndrome and effects on other Thetis Island species will complete this review.

Andy Lamb



Right: A drone photograph showing the site of the routine sea star count at Clam Bay. Neil McDaniel photograph.

**THANK YOU FROM THE TICF**

A big thank you to all those who have once again responded with great generosity to our Annual October Campaign letter! I recently had the privilege of delivering funds to an Islander in need and was reminded of how meaningful the Thetis Island Community Fund truly is. I wish all our donors could witness that humble look of relief, the smile of thankfulness, and the hug of gratitude. Your generosity does indeed impact lives of fellow islanders and is greatly appreciated!

Tricia Hunter, TICF - President

Spotlight  
on  
**COMMUNITY SERVICE**

*Alun and Melinda (of Biscotti fame) have been coming to Thetis for 12 years now, for breaks and holidays. They love the island, and they understand the way of seeing life that makes a community like this work. Alun wrote this many years ago, when he was still living in Quebec. Originally called "A Letter to parents", I've renamed it, for context, "A Letter to Those Who Stand Back". Although it's superficially about Scouting, it's actually about volunteering – why it's important, not just for the people it directly serves, but for ourselves and for the future we hope to leave for our children and the world. Finding these things a drag, or enjoying them, is entirely a choice, and when we see it that way, we benefit and so does the community. I love this letter, I hope you will too, and I hope it makes a fitting start to a series about all the many things we can enjoy doing for this wonderful community on Thetis.*

VS

**A LETTER TO THOSE WHO STAND BACK**

Most of you know me quite well. I'm Lightning and I have been a Scout leader for 11 years. I am the guy that you entrust your children to one night a week and sometimes for weekends, sleepovers and trips out of town.

I've spent all that time taking care of your kids and having a wonderful time doing it. These past 11 years in Scouting have enhanced my life tremendously. I see your children at the meetings, in the schools, in the shopping center and at the library. Each time I see them they have one thing for me that makes it all worthwhile: a bright, happy smile. I have never regretted the time and effort that I have put into my years in Scouting. You see, I never was a Scout or a Beaver myself. I became a Beaver when I became a leader, and that was when all the fun began.

I've had fun sliding down hills, skating on ice, singing in a bus, swimming in a pool, picking apples off a tree, sleeping under a dinosaur, a spaceship, a camel and in a boat. I've slept in a real battleship and explored a real submarine. I have roasted marshmallows over a fire, sat up late laughing around the fire, and fallen asleep around a fire. I've cooked meals in a kitchen, served 110 people in a hall, spilled spaghetti on my shirt, and slept in a lodge when some joker hid all my gear. I've stayed out weekends with other leaders making crafts, telling stories, crawling on the ground, and cross country skiing in the woods. I've watched owls perched in a tree, seen a witch cook her brew, sat on Santa Claus's knee, eaten caramel bars with gloves on. I've walked in the rain and the snow and the sun. I've been to tropical jungles, seen science experiments, slept in a boat, slept in a church. I've sat in a church at 2:00

a.m. thinking about why I love this so much; talked all night drinking coffee, talked all night drinking hot chocolate.

I've learned how to tie knots, how to make pizza and hamburgers. I know what static electricity does to your hair and how to make clouds of steam on the floor. I've learned how telephones work, how to make money and how tanks move. I've learned more about animals than I'll ever need. I've learned about mines and rocks and space and planes and history and apple juice and birds and trains. I've even been in a train and a very big plane and a fire truck. I am very smart now. I wish I was five again because I'd be the smartest. And I learned all this because I took your kids to see it all with me.

I could go on for a long time telling you about all these wonderful things that you could do too but honestly, you wouldn't have the time to read it all. Your children need leaders and you cannot go on hoping someone else will do it. Sooner or later there won't be someone else and another group will close. We used to have six Beaver groups in Chateauguay and now we have only two. Soon there may be none. Scouting is a good thing; Scouting is all about volunteers and Scouting needs you because without you there will be no more Beaver nights or Cub nights or Scout nights. Now is the time to take your turn.

I've asked many people to be a leader but I forget to tell them how much fun it is. I'm sorry that I didn't tell you before. Don't think of why you can't have all this fun: instead, think of how you can. And think of the kids, because without leaders, the kids won't be able to watch you have all this fun.

*Alun Hodgson*

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**A REMINDER**

Please keep sending me your Country Grocer receipts in support of the Harvest House Food Bank in Chemainus. Just put them in the drop-box for Box 18-0. Every \$5000 in receipts provides \$50 in food vouchers. Many Thanks!

*Anne-Marie Koeppen*

## **COMMUNITY SERVICE SPOTLIGHT ON TRANSPORTATION**

Community Service Spotlight is a new regular feature of the *Quarterly*.

To “kick start”, we are highlighting the TIRRA Transportation Chairperson role: (Thetis Island Residents’ and Ratepayers’ Association).

The Transportation Chair (TC) acts as a liaison between stakeholders (residents, Emcon, Ministry of Transportation and Infrastructure (MOTI), Thetis Island Port Commission (TIPC)) to manage practical issues about roads and transportation concerns. Being an integral part of the TIRRA board, the TC provides insight and collaborates on projects and initiatives being undertaken by other board members on behalf of the Community.

One former TC, Graeme Shelford, commented that he very much enjoyed the various relationships with stakeholders. He established an easy and friendly rapport with the MOTI rep during regular yearly visits, taking him around the island and letting him see both the problems but also how the volunteers work together to make things happen here. MOTI is the department we deal with when it comes to arranging for, among other things, mowing the sides of the roads, getting the yellow lines painted, and completing necessary repairs. Graeme said it wasn’t a huge commitment of time, but certainly a necessary job. One example of a job that might not otherwise have been done: Kenwood Road was all gravel, and in winter, the gravel sank into the mud and then froze into slick ice. When Graeme explained this to MOTI, the road was “sealed” (i.e. new gravel laid down and then sprayed with tar.) As a result, the embedded gravel retained its roughness in potentially icy conditions, and was much safer.

Stu Downey, the last Transportation Chair, also very much enjoyed his contacts with the MOTI people, TIPC and the community. The liaison work is important. He noted that after he had taken the MOTI rep around the island, pointing out all the areas where work was needed, the rep apologized for the number of times he had turned down requests for these jobs to be done. Whether or not it speeds up the Mills of Bureaucracy, bringing awareness, a human touch, and being an actively squeaky wheel, all help to eventually get our tiny island’s needs served.

The TC role on the TIRRA board is currently available. Are you interested in practical issues about our roads and transportation concerns with an interest in working with others who value our community? For a young person (19+) it’s an excellent way to add to your resume. For a retiree, it’s a very satisfying way to adapt your work life skills into something new and very valuable to the whole island.

Please contact TIRRA Executive at [tirra@thetisland.net](mailto:tirra@thetisland.net) for further information

## **THE SUCCESS OF A THETIS ISLAND APPROACH TO DEBT REPAYMENT**

What could an organization do when it is rebuilding a much-needed community centre and runs out of money with more than \$300,000 still needed to complete the project? Typically, the organization would approach a financial institution to secure a loan that would come, of course, with staggering associated costs. TICA, however, opted for a different, more communal solution. Rather than partner with a bank or credit union it asked community members to lend the funds at zero or low interest rates so the Forbes Hall Expansion Project could be completed, and the Hall once again be useful and beneficial to our community.

And the community responded. In January 2021, five TICA members loaned \$250,000. In April six more made loans of \$10,000 each and another made a loan of \$25,000 for a total of \$335,000. A year later, the \$25,000 loan was changed to a donation thus reducing TICA’s debt to \$310,000. The loans mature in 2024.

When the funding was secured, the next challenge was how to pay it back. Enter the Back into the Black debt repayment program which encouraged community members to pledge a monthly or annual amount for three years. The program has been so successful that TICA will be able to pay back \$150,000 of this \$310,000 debt in January of 2024.

This is good news, and boosting this is that five of the lenders have extended all or part of their loans totaling \$160,000 until 2027.

Although we have been generously provided with an alternative to the real costs of a commercial loan, our journey is not yet over. TICA will continue its Back into the Black debt reduction program with a goal to raise all of the outstanding debt by 2027. If you would like to renew your current pledge, sign up to pledge, or donate to support this final phase of the Hall Expansion Project fundraising, please contact any board member.

*The TICA Board*

*Ann Dickie – President Don Sinclair – Vice President Ron Bannister – Treasurer Teresa Moore – Secretary  
Marjan Jackman – Director Colleen Kasting – Director Ellen Rush – Director*

## SHARING OUR ROADS SAFELY

A small group of us have undertaken a safe road sharing awareness program, and although some things can be handled locally, there are some issues which require the Ministry of Transportation and Infrastructure (MOTI) and Emcon. We have communicated with MOTI and Emcon as well as ICBC Safety coordinator as follows:

- Prioritize line painting: clear lines show drivers how narrow the road is, which should result in slower speeds especially at corners and on Moore Hill.

- Vegetation scraping on central corridor\* road allowances: to assist in walkability and give bikers and pedestrians a safe place to await passing traffic.

- Approve signage to be hung on the majority of MOTI signs in the central corridor. A copy of our sign is shown here.

- Install wide low speed bumps painted with yellow stripes (not rumble strips) at each end of the ferry corridor, south of the Community Dock and north by the Capernwray driveway. This is a particularly dangerous strip of road, especially for visitors.

- Install new reflectors on all road encroaching trees (some have grown over)

- Possibly lower speed limit in certain areas of the central corridor.

- Clear brush around MOTI signage

\*Note: central corridor is from Harbour Road/Foster Point north to Forbes Road/North Cove and then North Cove/Pilkey Point to top of Moore Hill.

Thetis Islanders can help make their property roadside visibility better for all users:

Clear brush and limbs from your properties and around MOTI signage adjacent to dangerous intersections (not MOTI road allowance)

Send us any hints and tips regarding sharing the road safely. We'll communicate helpful hints and tips regularly through eSpokes

*Ad hoc Road Share Safety Group  
[Carol Stoker, Andrea Gall, Carolyn Askew,  
Brianna Sloan, Mary Forbes, Wendy Hinsperger]*



## FIRST-EVER THETIS ISLAND CALENDAR HOT OFF THE PRESS!



The first-ever Thetis Island calendar is hot off the press and now available for sale. All the photos used in the calendar were taken by Islanders or friends of Thetis Island. These photos really capture some of the most beautiful scenes of island life throughout the seasons. Thanks to everyone who submitted photos. TICA received more than 170 photos and it was a tough decision to select just a few for the calendar. Because they were so good, TICA also used several of the images on note cards, while many have been framed and are hanging on display in the Hall.

The calendar is for sale for \$25, individual cards are \$4 and a package of four cards sells for \$15. All will be available at the Christmas Market and at Soup's On. All profits from the sale of the calendar and cards will go to TICA's debt repayment program.



## HISTORY IN A GUESTBOOK

We often hear the words “connection” and “relationship” in today’s world of television, internet,

Facebook and the latest AI.

What has connected us to family, friends and history is our CABIN GUEST BOOK.

The guest book has become a log of historical fact for our family. The first entry was from a fishing page journal written in 1949 with the names of friends who arrived on a boat from Vancouver to visit. Next was “Sayings heard most often at Hungry Hollow” (as it was then named.)

“Mommy I’m hungry.

“Mommy hurry up!

“Mommy-weight now!!!” That was probably about me as a three year old.

In 1951 there were entries from my grandparents on both sides of the family... and so the tradition of sharing this peaceful place was begun in the early days of our cabin life.

From a young guest in 1952: “Had a wonderful time at “Hungry Hollow.” Fell out of bed at 15 bells.”

Also, from a young friend Marcia Davis. Hard to believe we would connect again years later as Marcia Frost who also had a summer place on Thetis.

The long week-end in May 1952 created a family story of a trip with building supplies from Vancouver which took 12 ½ hours by “speed boat”.

In 1953 Douglas Telfer visited. He would marry Paul and I in 1970.

Boat rides, fishing, swimming and good food were often the topics written about in the guest book. Cousins Mac and Margaret Dobson and children Shelagh and Colin came for many years in the summer. Then there was a gap in the written word as we lived in Calgary from 1954-1960.

In the 1970’s the entries were about our visits and friends and then paternal grandparents.

In 1978 a bottle was found on the shore with a message inside from a boy who lived in Bellingham.

During the 1970’s The Evindson family from Port Alberni rented the cabin each July and made their own memories.

From a niece Laura from Ontario: “Hope the fish are hungrier next time I come here. I plan to catch a real whopper. I had a great time.”

From a cousin Larry from Ottawa, written in

1982: “This isle of paradise did its trick for us once again. Small wonder. It has all the ingredients to make for fine memories: gorgeous scenery, soft pleasant breezes wafting that salty scent our way while bending boughs and ferns like Japanese fans at our continuous service; sounds like slapping waves upon the beach or pattering raindrops on the corrugated roof or the buzz of a bee trying to share my soup, the drone of some craft heading for Saltspring, the eerie cry of a gull gliding on the breeze above and on and on. And each day capped off with a golden sunset that tells you in its spectacular way that you have indeed found paradise.”


The history continued with entries from our family and friends, of our boys and their friends. It became a record not only of visits and times shared, thoughts and feelings but also what was built or fixed. Grandparents, aunts, uncles, cousins, nieces, nephews, friends, acquaintances and visitors from other countries all have a place in the Thetis Island book of memories. Thetis Island has been a gift for so many for so many years.

Three stories stand out over the years for me. One was about a cousin’s lost wedding ring in 1972. It was found in 1998 when some plumbing needed a look! When the old cabin came down in 2016 a new house was built by Michel Poirier. A fire could have demolished it but was saved by a miracle intervention one early morning. In 2017 our family spent Christmas on Thetis for the first time.

I close with an entry by Benjamin - our grandson... and so the three generations of love of Thetis carries on. “I had an amazing time this week. We went knee boarding, had ice cream and swam. I learned how to do a 360 knee boarding, shoulder roll on the bed and drag behind the boat. We also had some guests over. It was so much fun.”

Who can argue with that memory-recorded forever in the CABIN GUEST BOOK.

*Ann McMillen*



**A HUGE  
THANK  
YOU FROM  
FRIENDS OF  
FURRIES!**

To all those who responded to the call for help from Friends of Furries, with both donations and expressions of support, thank you! We’ll have a financial statement and progress report posted in December - watch espokes for the link - and will keep you informed of how the work is going.

*Veronica Shelford*



## From The Thetis Island Volunteer Fire Department

### CHIEF'S SPEECH TO THE TIVFD APPRECIATION DINNER, NOVEMBER 2023

In reviewing the past twelve months of our Fire Department training, events, emergency responses, public assists, and other department business I was reminded of a sentence I read recently in Fire Engineering concerning Volunteer Fire Fighters: Professionalism is not tied to a paycheck, but is instead defined by attitude, appearance, competency, commitment, and dedication." Looking out at the room tonight where we have gathered together to break bread and share fellowship with our members, our partners, our supporters and our friends, I am proud to state that our small department not only meets that definition of professionalism but our members surpass it with their loyalty, enthusiasm, and willingness to work as a team despite their varied backgrounds and skill sets.

The image of a fire fighter portrayed in mainstream media is a person, usually male, usually tall, of high energy, extreme athleticism, and courageous to a fault. However, that portrayal is just a two dimensional movie caricature of a fire fighter. In reality, fire fighters are communicators, educators and problem solvers. We think and then act. We learn and we practice. We handle increasingly technical gear and equipment in stressful conditions. We train constantly to be situationally aware, to make safety a priority, and to work as a team for success in any given task. We care deeply for the safety of our community and the individuals we serve. We constantly refine our skills to become better at our work tasks. And we strive to be seen as the true professionals we are.

I have been honoured to serve our members this past year and the past eighteen years as the Fire Chief of this very special volunteer fire department. I am constantly in awe of our members whom have chosen to spend hours every week and sometimes whole weekends in fire fighter and medi-

cal first responder training, and are also willing to drop everything at the oddest times of the day or night to respond to sometimes very complicated and serious problems in the community. Our members can be relied upon to treat everyone equally, efficiently and effectively and with the utmost discretion.

Supporting our front line fire fighters are also like-minded community members who volunteer to assist us when called upon to deliver and dump water at fire sites, to prepare residences in the path of a wildfire by setting up sprinkler protection units, by helping out with emergency scene traffic control duties on hydro lines down calls, and making a meal for the tired and hungry fire fighters returning from a long emergency event and facing more hours of cleanup time. We appreciate the support and commitment to help that our Auxiliary members bring to the department and the community in service and support.

One of the great things about living on Thetis Island is the willingness of the community at large to support and appreciate the work that we do. This Appreciation Dinner is funded by the community as a Thank You for all the hundreds of hours and sweat and loss of sleep that each and every



photo by Michelle Sutter

Margaret Woodhouse, Jeannine Caldbeck, Peter Luckham, and Norm Kasting. Margaret and Norm were the joint winners of the Bob Challenger award this year (for the firefighters and first responders who attended the most call-outs and drills)



member puts into being an active TIVFD member. Some residents and visitors may not realize how much you give up to serve this community but many do, and I am passing along their best wishes and thanks from them. I personally, am indebted

to you, the members, the Partners, the Auxiliaries and the Trustees for your support, friendship and teamwork and the professionalism you model every day. Thank you from the bottom of my heart.

*Fire Chief J. Caldbeck*

## **SOMETIMES THINGS TAKE A LITTLE LONGER THAN EXPECTED.**

### *The Saga of Rescue 3*

When the 28-year-old TIVFD Rescue 1 started being unreliable, the Improvement District decided that we needed to replace it. We scoured dealers, the internet and ambulance departments for an affordable good used 4x4 diesel ambulance (a new one costs C\$333,425 before taxes) and it took well over a year to find a choice of two in Texas – a 2008 Ford 350 with only 40,000 miles on it for US \$40,000 or a 2012 with 90,000 miles for US \$70,000. We decided on the 2008 and contacted fire departments in the area where the dealership was to see if any would inspect it for us, but none responded. Photos showed the bodywork was in excellent condition and since it was an ex-US Government unit like the 28-year-old Rescue 1, we felt reassured that it had been well looked after. We offered US \$37,500 for it subject to inspection which was accepted.

On January 31st, Fire Chief Caldbeck and her brother David, a professional driver, flew down to inspect it, complete the purchase, and drive it back to Thetis Island. They took the Red Eye flight to Houston via LAX, which was delayed due to the snow and de-icing at YVR that night and arrived in Houston at 5 am. After another delay trying to find transportation out to the site, they arrived to find the dealer's mechanics doing final checks of the vehicle (the dealer had taken it out for a highway test drive the day before), and with



The new Rescue 3, cooling down in the Arizona desert. Our chief's brother and professional driver David Caldbeck in the foreground.



Burst tire near Phoenix - you can see the air inside

a few minor repairs to make sure all lights etc. were operational, Jeannine and David found it to be in as good a condition as the photographs had shown. (David took time off work and donated his time to help.). They left Houston late on February 1st and started homeward.

The trip back up to Thetis Island was quite eventful due to the time of year and the ever-changing weather. The

Caldbeck duo started out in an ice storm in Texas, changed the travel route due to heavy snow in some passes, hit 32°C heat in Arizona, and finished up in typical Pacific Northwest rainstorms.

They had two flat tires on the rear duals at different times, and eventually replaced all tires in Oregon to save tax on the purchase. Also, they had to drive by several crash sites on the freeways and tried not to make eye contact as they passed the people waiting for the real ambulance and fire service vehicles. With no time for sight-seeing, the journey was described by Jeannine as a pedal-to-the-metal drive punctuated by fast food joints, very cheap motels, and

stops for cool-offs or tire repairs. The 2,000-mile journey ended at the border on February 9th.

We engaged a broker to import it across the border and sent them all the required paperwork. But as Jeannine and David were already approaching Tucson, the broker advised that the title document in hand was not the right one, and after frantic phone calls and Fed Ex-ing documents, the dealer told us that it would take three weeks for the Texas Department of Motor Vehicles to process the right title document. As they had planned to arrive at the border in one week, Graeme called the

fire chief in Blaine, Washington, to see if he could recommend a place to store the vehicle until the title document arrived. He very generously offered to store it and look after it for us, running it weekly. Arriving in Blaine at Fire Station 3 to drop off the vehicle late on February 9th, the Chief drove Jeannine and David to the border where they crossed on foot and were picked up by their other brother Brian to make their separate ways home (David lives in Agassiz.)

Six weeks later (!) the title document finally arrived. Jeannine's brother Brian received the FedEx'd documents at his White Rock residence (same day service, as opposed to several days and a trip to Nanaimo if sent to Thetis Island) and Jeannine flew out the next morning via Sea Air, was picked up by Brian and delivered to the border to cross on foot. The Whatcom County Fire Rescue mechanic met her at the US side and brought her to the truck, where it was already warmed and running for her.

The actual bringing of the vehicle across from the US side to the Canadian side was a classic chief's story of frustration and hilarity that included a near miss with the wrong papers (for a '72 Ferrari) about to be delivered to a surly Canadian border guard. Everything eventually worked out, and other than an inspection of the vehicle by the bomb-sniffing dog and handler at the Tsawwassen ferry terminal, the rest of the trip home was uneventful. The vehicle arrived on Thetis Island on the evening of March 31st, 2023.

The engine had run well on the trip north, delivering blue book fuel economy, but Jeannine and David had had to stop several times due to an overheat warning, therefore when it finally arrived on Thetis, we took it to our emergency vehicle mechanic, Wayne Johnston, for investigation of the overheating, and the Provincial import Inspection done. He replaced the oil cooler, a complicated job due to its inaccessibility. Test driving it afterwards, he found it running rough (it hadn't on the drive from Texas) with low power on #6 cylinder



Rescue being 'towed' from Ladysmith to Duncan



Inlet manifold showing rag blocking #6 cylinder ports

and he recommended an injector replacement that he couldn't undertake due to workload, so we had it towed to Island Ford to avoid any further damage.

Island Ford replaced the injector. It still ran rough, and Island Ford reported that it needed a new engine because compression on #6 cylinder

was greater than 10% lower than on the other seven. Since they had not troubleshot the reason for the low compression, we declined their estimate of \$42,000 for a replacement engine. Picking it up from Island Ford, it ran worse than ever with clouds of blue smoke and loud rattling noises from the engine. We drove it across the road to Canadian Tire for the Federal import inspection, which Canadian Tire helpfully determined that it didn't need as it had been exempted by the border import agent. We decided it was too dangerous

to drive it any further and checked around for a shop that could troubleshoot it. Southern View Services (SVS) was highly recommended by several other shops who couldn't take it on themselves. Matt Tuplin at SVS was willing to accept it on the condition that we understood that he couldn't start on it right away. With no other reputable shops available, we arranged for it to be towed there.

Matt Tuplin at Southern View Services reported valve gear wear, which he corrected but it did not affect the low compression and after further troubleshooting, he concluded that the engine did need replacing. He apologized that due to prior commitments, it would be August before he could undertake the work, but in the meantime, he located a good rebuilt engine and estimated that the job would cost \$25,000.

Towards the end of July Matt called to say that his backlog of prior committed work was taking lon-

ger than expected, but the supplier of the reconditioned engine, Adam Ethier at Four Wheel Truck Repair in Nanaimo had a cancellation and could install the engine himself. Installation involved removing the cab, which on an ambulance is interconnected to the engine compartment with cables and hoses, so it was a big job, but Adam promised he would have it done by the end of August, possibly sooner. In mid-August he called to say that the job was bigger than he expected, but he still thought he could have it done by the end of August.

On August 30th Adam called to say the vehicle was ready for pickup, but he had some bad news for us. He had removed the old engine's inlet manifold and found a rag in it blocking the ports to the No. 6 cylinder, starving it of air. It was clear that this rag had been left in it at the time of the oil cooler replacement. When I gave Wayne Johnston the bad news, his immediate response was to admit it must have happened in his shop, and as owner, he took full responsibility for it. He launched an insurance claim against his shop insurance, and the claim was settled paying for the engine replacement.

After picking up Rescue 3 from Adam, we drove it to Westland Insurance to get it registered in BC and insured. This simple action took over two hours as the fact that it had been exempted from the Federal Import Inspection threw ICBC into a loop and it took a very patient Westland agent nearly the two hours on the phone to sort it all out. We got away from Westland in Chemainus with 20 minutes to spare to deliver Rescue 3 to Leon Signs in Duncan to add decals with TIVFD markings. After a wild dash down the highway, Jeannine arrived at Leon Signs two minutes after closing, but the owner, forewarned, stayed behind to meet her. The vehicle had a large number 3 on all four sides, and as it is the third rescue vehicle owned by the TIVFD, we decided to call it Rescue 3 and leave those decals on.

It took most of September to complete preparing Rescue 3 for service and transferring all the equipment over from Rescue 1. Finally, on September



Marjan Jackman loading supplies into Rescue 3

28, Rescue 3 was placed in service, 8 months after we had purchased it.

We could grumble about the bad luck we had with Rescue 3, but on the other hand we had some extraordinarily good luck along the way. First, a very generous donor anonymously donated \$37,000 towards the purchase of a new rescue vehicle for the TIVFD, which took away worries about finances.

We had extraordinary kindness from the Blaine Fire Chief in storing our vehicle safely at no charge, and good cooperation from the border agents.

When we looked for a second opinion on whether the engine needed replacement, Matt Tuplin did not charge for troubleshooting it. When he couldn't handle the engine replacement, he came up with Adam Ethier, who could, and who completed the very complex job conscientiously and on time and within Matt's original estimate.

Although a mistake was made leaving a rag in the engine, what counted was what was done to correct the error, and Wayne Johnson came through in spades on that, quickly getting us an insurance settlement.

We have ended up with a rescue vehicle in first class condition with a zero-time reconditioned engine with the latest modifications to increase durability for less money than the younger but higher mileage alternative we originally considered.

Last spring, we sold the 28-year-old Rescue 1, and the buyer was very patient over the delays that meant that he couldn't take delivery until the end of September. When the handover day finally came, Dave Tarris drove it to Westland Insurance in Chemainus where Graeme transferred title to the new owner. Rescue 1 chose that moment to break down, refusing to start to the disappointment of the new owner. Dave diagnosed an overheated solenoid and solved the problem with some frozen peas from Country Grocer. We offered to buy the new owner a new solenoid, which he greatly appreciated, and it overcame his annoyance at the vehicle breaking down before he had a chance to drive it. He didn't take us up on the offer.

Happy endings all round for those with a bit of patience!

*Graeme Shelford and Jeannine Caldbeck  
all photos from TIVFD archive*

## NEWS FROM THE SCHOOL

TIES has been busy learning, creating, exercising, exploring, and more! Here are some highlights from the past few months:

We honored Terry Fox this year by learning about his life and running in his name. Students were amazing on the run! We all ran to the Fairy Slipper, around the trail, and back to the school. Even the Kindergartens did the whole route!

We had a great discussion around orange shirt day. The



Orange Shirt Day (Back row): Simone Luckham; Livia Black; Levi Elias, Lily Galbraith; Alina Ensminger; Eva Assman; Colten Dufort (front row): Ruby Selkirk; Jude Assman; Logan Dufort; Asher Atkins; Meadow Wetmore; Sarah Lucchetti, and Dee



Halloween shenanigans! Jayleigh Gall and Levi Elias



Caia Hartwell and Eva Assman staring down a Gyrfalcon at the Raptors

kids had some really insightful questions about residential schools. We made our own version of the Witness blanket. If you don't know about this project, look it up!

We had a field trip to The Raptors and it was so much fun! We got to see some birds of prey up close and personal and one vulture even flew into a student's head! Nobody was hurt but it was a pretty funny surprise.

We had a lot of fun doing games and team-building activities on Halloween day. The kids

were all dressed up and looking amazing!

A few members of the Legion in Chemainus visited us for Remembrance Day! The kids were really interested in their stories and got to ask them all sorts of questions about life in the military.

We've got five volunteers from Capernwray working with our kids two afternoons each week. Students have really been enjoying their time together. We've also got a dedicated small group of reading volunteers that come once or twice a week during reading time. We are always looking for more volunteers, so please reach out to the teacher if you are interested.

Now, we are busy practicing for a holiday performance. Keep your calendar open in the afternoon of December 21st if you're interested in seeing our kids perform in a musical play! We also hope to be part of the Community Concert on the 9th (singing a few holiday-themed songs).

*Sarah Lucchetti, K to 7 Teacher,  
Thetis Island Elementary School*



Above Right: Our winners of this year's Gravity Cars, (R to L): Alina Ensminger, first place, Ivan Crook, second, and Liv-ia Black, third. Each year a few visitors from the school board come to visit us with tools, building materials, and a great big wooden race track. The kids follow steps to make a car, which uses gravity to run. Once we've built and tested, made some adjustments, we have a mini tournament to see whose car is the fastest!

## ADVERTISEMENTS

Readers of The Quarterly are invited to contact the advertising department about inserting advertisements. We try to introduce our advertisers and their products to the Island and encourage Islanders to support off-island advertisers.

You may send ready-for-printing finished items or we can help design them. Deadlines for new advertisements are one month ahead of publication dates.

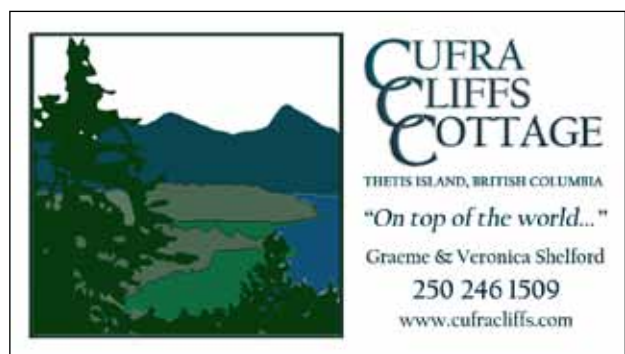
Rates are: \$5 per column inch for a single-issue ad, or \$4 per column inch if you advertise for a year (four issues.) Within that year you can change the size or content of the ad, and the discount will still apply. Some standard sizes and rates are:

	Per Issue	Four Issues
Business Card	\$10.00	\$32.00
1/4 Page	\$25.00	\$80.00
1/2 Page	\$50.00	\$160.00
Full Page	\$100.00	\$320.00
Page Sponsor		\$200.00

The Page Sponsor gets a quarter page ad in the advertisement section and a 1/2 strip at the bottom of the page in the main body of the magazine. The Back Page Sponsor, because of increased visibility, does not get the 1/4 page ad, but has about 4 inches on the back page.

For further information contact Veronica Shelford or Carol Sowerby at [quarterlyads@thetisland.net](mailto:quarterlyads@thetisland.net)

## ACCOMMODATIONS





## Swordfern Guest House

Sherri & Fred & fur & feathered family  
look forward to seeing you ...

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(Note new CHS format for the new year)



## December-décembre

Day	Time	Metres	Feet	jour	heure	mètres	pieds
1	0056	0.3	1.0	16	0045	0.2	0.7
	0936	4.1	13.5		0857	4.1	13.5
FR				SA	1415	3.2	10.5
VE				SA	1725	3.3	10.8
2	0134	0.5	1.6	17	0128	0.4	1.3
	1020	4.1	13.5		0932	4.1	13.5
SA				SU	1526	2.9	9.5
SA				DI	1841	3.1	10.2
3	0214	0.8	2.6	18	0214	0.8	2.6
	1058	4.0	13.1		1007	4.0	13.1
SU				MO	1631	2.5	8.2
DI				LU	2016	2.8	9.2
4	0253	1.1	3.6	19	0303	1.1	3.6
	1128	3.8	12.5		1041	4.0	13.1
MO				TU	1729	2.2	7.2
LU				MA	2205	2.7	8.9
5	0334	1.5	4.9	20	0355	1.6	5.2
	1152	3.7	12.1		1116	4.0	13.1
TU	1946	2.3	7.5	WE	1821	1.8	5.9
MA	2240	2.4	7.9	ME	2359	2.7	8.9
6	0418	1.9	6.2	21	0453	2.0	6.6
	1209	3.6	11.8		1149	3.9	12.8
WE	1943	2.0	6.6	TH	1909	1.4	4.6
ME				JE			
7	0112	2.5	8.2	22	0146	2.9	9.5
	0506	2.2	7.2		0559	2.4	7.9
TH	1222	3.6	11.8	FR	1221	3.9	12.8
JE	1959	1.6	5.2	VE	1954	1.0	3.3
8	0300	2.7	8.9	23	0315	3.2	10.5
	0601	2.6	8.5		0710	2.8	9.2
FR	1235	3.6	11.8	SA	1253	3.8	12.5
VE	2025	1.2	3.9	SA	2037	0.6	2.0
9	0415	3.0	9.8	24	0427	3.5	11.5
	0701	2.9	9.5		0824	3.1	10.2
SA	1251	3.7	12.1	SU	1322	3.8	12.5
SA	2055	0.9	3.0	DI	2119	0.4	1.3
10	0509	3.3	10.8	25	0526	3.8	12.5
	0802	3.2	10.5		0938	3.3	10.8
SU	1312	3.8	12.5	MO	1349	3.7	12.1
DI	2129	0.6	2.0	LU	2159	0.2	0.7
11	0553	3.5	11.5	26	0618	4.0	13.1
	0902	3.3	10.8		1051	3.5	11.5
MO	1340	3.8	12.5	TU	1414	3.7	12.1
LU	2205	0.3	1.0	MA	2240	0.1	0.3
12	0633	3.7	12.1	27	0705	4.1	13.5
	1001	3.5	11.5		1204	3.5	11.5
TU	1413	3.9	12.8	WE	1435	3.6	11.8
MA	2242	0.1	0.3	ME	2319	0.1	0.3
13	0710	3.9	12.8	28	0747	4.2	13.8
	1100	3.5	11.5		1323	3.5	11.5
WE	1452	3.8	12.5	TH	1449	3.5	11.5
ME	2322	0.1	0.3	JE	2356	0.2	0.7
14	0746	4.0	13.1	29	0826	4.2	13.8
	1201	3.5	11.5				
TH	1535	3.7	12.1	FR			
JE				VE			
15	0002	0.1	0.3	30	0033	0.4	1.3
	0821	4.0	13.1		0901	4.1	13.5
FR	1306	3.3	10.8	SA			
VE	1625	3.6	11.8	SA			
					0108	0.7	2.3
					0930	4.0	13.1
				SU			
				DI			

## January

Day	Time	Metres	Day	Time	Metres
1	0141	1	16	0153	1.1
	0954	3.9		0915	4
Mon	1718	2.7		1540	2.1
	1820	2.7		2042	2.9
2	0213	1.4	17	0237	1.5
	1013	3.7		0946	3.9
Tue	1729	2.4	Wed	1638	1.8
	2038	2.5		2218	2.8
3	0243	1.8	18	0325	2
	1027	3.7		1018	3.9
Wed	1756	2.1	Thu	1734	1.4
	2256	2.4			
4	0309	2.2	19	0007	2.8
	1040	3.7		0418	2.4
Thu	1829	1.7	Fri	1050	3.8
				1829	1.1
5	0132	2.6	20	0158	3.1
	0327	2.5		0526	2.8
Fri	1054	3.7	Sat	1121	3.8
	1904	1.3		1921	0.8
6	1113	3.8	21	0330	3.4
	1942	1		0652	3.2
Sat			Sun	1154	3.7
				2010	0.6
7	1139	3.8	22	0434	3.7
	2022	0.7		0826	3.4
Sun			Mon	1227	3.7
				2056	0.4
8	0533	3.5	23	0524	3.9
	0709	3.4		0953	3.4
Mon	1214	3.9	Tue	1302	3.6
	2102	0.4		2139	0.3
9	0553	3.7	24	0605	4
	0841	3.5		1106	3.4
Tue	1258	3.9	Wed	1343	3.5
	2142	0.2		2221	0.3
10	0618	3.8	25	0642	4.1
	0955	3.5		1201	3.4
Wed	1349	3.8	Thu	1431	3.4
	2223	0.1		2259	0.4
11	0645	3.9	26	0714	4.1
	1058	3.4		1243	3.2
Thu	1446	3.7	Fri	1525	3.3
	2305	0.1		2336	0.5
12	0713	4	27	0742	4
	1156	3.3		1316	3.1
Fri	1547	3.6	Sat	1623	3.2
	2346	0.2			
13	0743	4	28	0011	0.8
	1252	3		0806	3.9
Sat	1652	3.4	Sun	1348	2.8
				1724	3.1
14	0028	0.4	29	0043	1.1
	0813	4		0825	3.7
Sun	1347	2.8	Mon	1420	2.6
	1802	3.2		1830	2.9
15	0110	0.7			
	0844	4			
Mon	1443	2.5			
	1917	3			

## February

Day	Time	Metres	Day	Time	Metres
1	0202	2.1	16	0305	2.4
	0901	3.6		0916	3.7
Thu	1625	1.7		1644	1.2
	2259	2.6			
2	0220	2.5	17	0012	3.1
	0915	3.7		0402	2.8
Fri	1715	1.4	Sat	0945	3.6
				1744	1
3	0935	3.7	18	0200	3.3
	1806	1.1		0527	3.1
Sat			Sun	1017	3.5
				1842	0.8
4	1005	3.8	19	0320	3.5
	1857	0.9		0725	3.3
Sun			Mon	1053	3.4
				1938	0.7
5	1046	3.8	20	0413	3.7
	1947	0.6		0911	3.3
Mon			Tue	1142	3.4
				2029	0.6
6	0456	3.5	21	0453	3.9
	0720	3.5		1016	3.2
Tue	1141	3.7	Wed	1251	3.3
	2034	0.5		2116	0.6
7	0511	3.7	22	0526	3.9
	0852	3.4		1054	3.1
Wed	1249	3.7	Thu	1405	3.2
	2120	0.4		2159	0.7
8	0533	3.8	23	0555	3.8
	0956	3.2		1122	2.9
Thu	1402	3.6	Fri	1512	3.2
	2204	0.3		2238	0.8
9	0558	3.8	24	0619	3.7
	1049	3		1147	2.7
Fri	1513	3.5	Sat	1613	3.2
	2247	0.4		2314	1
10	0625	3.9	25	0639	3.6
	1137	2.7		1212	2.5
Sat	1621	3.5	Sun	1710	3.1
	2330	0.6		2346	1.3
11	0652	3.9	26	0653	3.5
	1223	2.4		1240	2.2
Sun	1727	3.4	Mon	1807	3.1
12	0011	0.8	27	0016	1.6
	0720	3.9		0704	3.5
Mon	1310	2.1	Tue	1311	1.9
	1833	3.3		1906	3
13	0053	1.2	28	0044	1.9
	0749	3.8		0713	3.5
Tue	1359	1.9	Wed	1347	1.7
	1942	3.2		2010	3
14	0135	1.6	29	0109	2.2
	0817	3.8		0723	3.5
Wed	1451	1.6	Thu	1429	1.5
	2059	3.1		2125	2.9
15	0218	2			
	0846	3.7			
Thu	1546	1.4			
	2228	3			



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