

THE SPINDRIFT NEWS

ROYAL NEWFOUNDLAND YACHT CLUB



MAY 2010

2010 RNYC EXECUTIVE

RNYC FLAG OFFICERS

Position	Name	Home Phone	Work Phone	Fax	Email
Commodore	Ken Ryan	753-1989	758-6479	737-0560	relentless1@warp.nfid.net
Vice Commodore Wharf Allocation	Barry McCallum	754-0567	772-8963		bmccallum@dfo-mpo.gc.ca
Rear Commodore Secretary	John Walsh	364-2344	747-8595		cet@nl.rogers.com
Rear Commodore Communications	Peter Lawrie	834-8340	699-2286		jplawrie@nl.rogers.com
Rear Commodore Treasurer	Donna Marie Humphries	834-1798			dhumpries@nf.sympatico.ca
Immediate Past Commodore	Mike Shawyer	834-6073		834-6647	michaelslawyer@nf.sympatico.ca

RNYC EXECUTIVE MEMBERS

Facilities	Ken Corbett	781-1562	685-0492	777-4489	kcorbett@nf.sympatico.ca
Grounds	Kirk Rees	834-4989	351-4730		kirkrees@nf.sympatico.ca
Social Events	Dave Humphries	834-1798			dhumphries@nf.sympatico.ca
Power Boat Events /Special Projects	George Tilley	758-1306	368-1347		george.tilley@nf.sympatico.ca
Race Committee	Justin Ladha	726-0844	690-6556		justinladha@gmail.com
Junior Sailing	Robert Decker				robert_decker2002@hotmail.com
Safety Officer	Ted Laurentius	754-8820			ted.l@nf.sympatico.ca
Easter Seals	Eg Walters	747-4809	682-5558		etaw@nl.rogers.com
Launch/ Haul Out	A/Isdair Black	726-9048	722-4441		sirjames26@gmail.com

Commodore's Report May 2010

It gives me great pleasure and is a privilege to write my first Spindrift report of the season. We are off to a great start with an early spring and some nice weather. This gives us the opportunity to get the winter tarps off our boats and ready for the launch of another wonderful boating season.

Firstly I would like to first thank all of the members of our fantastic Executive Committee Team. Throughout the winter we have been working very hard behind the scenes preparing for the upcoming boating season. These men and women are all very enthusiastic, skilled and dedicated to the success of our great club. For a complete list of Roles and Responsibilities, Action Plan and our priorities for 2010 please view the Member Info section on our web site.

I would like to extend a warm welcome to all new boating and social members to our fine yacht club. We have a full slate of social events that will interest everyone and I encourage you to participate in all the fun!! Mark your calendar for June the 4th as we kick off our social season.

Launch is now under way and I encourage all members to cooperate with our Launch coordinator Alasdair Black in making this year's launch as smooth as possible. Please follow the guidelines that have been sent to you in the mail. All boat owners must complete the "Use of Services and Facilities" agreement prior to launch. All boats must be in the water by May 30 to ensure grounds clean up and lawn maintenance in preparation for the Annual Sail Past.

I'm sure by now you have all noticed the major wharf replacement and repair program on the south wharf. This is the start of a 10 year long term commitment to repairs and the replacement of our aging infrastructure, electrical and water services.

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Commodore's Report May 2010

I would like to thank Ken Corbett and the wharf subcommittee for their hard work and dedication in making this project a reality for 2010 and beyond.

Ken is also working on a number of facilities improvements including the complete renovation of the Charles R. Bell room, new ceilings, windows, and doors etc. Our social members will be pleased to know that a new pool liner that is being installed and this will facilitate early pool openings in the future.

We are starting our year in a positive financial position. Rear Commodore Donna Marie Humphries has and will continue to make great strides in improving overall accounting efficiencies. In closing I would like to wish all members a safe and enjoyable boating season. For up to date information on launch social events, racing, wharf repairs etc. please visit our new and improved web site at www.rnyc.nf.ca.

Happy Boating,

Ken Ryan
Commodore



Important Reminder to all Members

Re: Kitchen and Bar Receipts

As was noted in our last newsletter we ask that all members please continue to sign you bar and kitchen slips each time you charge anything at the RNYC.

Re: Accounts Receivable

Please note that any accounts past due are subject to a 2% monthly finance charge and this will be strictly enforced. The cumulative costs of the RNYC having to carry AR accounts 30-60+ days past due are exorbitant and as such these costs have to be passed on to those directly responsible. Our goal is to not have to charge one cent in finance charges, help us make this happen!

Ken Ryan
Commodore
RNYC

Attention All Members

Just a reminder that if you operate a craft with a motor you need to have a

"PLEASURE CRAFT OPERATORS CARD"

The deadline for obtaining one was September 15th 2009.

Those members who do not have a card and wish to obtain one can contact Ted Laurentius (754-8820), who has offered to conduct further courses so folks can comply with the new regulations.

Individuals can, however, challenge the exam without taking the course, The important thing is to obtain your card before you are caught without one and potentially fined.

Facilities Report October 2009

As many of you are aware from the AGM, this year the Executive decided that a repair program for the club wharves was a priority task to be started in 2010,

After a great deal of discussion and consultation with personnel who had prior experience with work involving the wharves it was decided to start an exploratory program based on the oldest section of the wharves, namely the first section of the South Wharf. It was felt that a long term program could not be developed until we had a better idea of the condition of the wharves, especially the parts that are not normally seen.

The task of tearing down the section of the South wharf was opened for bids and the Wharf Doctor was selected to perform the work. They removed the decking , fenders, wheel guard etc and uncovered the piles and braces. It did not take much investigation to determine that the majority of the piles had to be replaced. as they were badly rotted below the water line and especially below the silt sea-bed. It was determined that for this section of wharf, all the piles and the remainder of the wharf structure would be replaced

Using the information gathered from this work, an ad-hoc Wharf Committee was formed to develop a long term plan for wharf repairs and how they would be financed. This committee is now investigating a number of areas concerning the wharves and their maintenance and is working toward having a plan in place before the November Semi-Annual Meeting.

Another area that must be reviewed in conjunction with the wharf structure repairs is that of supplying electricity to all boats and lighting the wharves. This will also be reviewed and plans for replacing/upgrading will be developed. (The electrical on the section being repaired on the South Wharf will be replaced almost as is but with minor changes to reduce water damage.)

In addition to this major work on the wharves, Steve and Corey have started a program to repair a number of finger piers and ladders. This work will be ongoing until launch starts and then as time permits. All major problems have been identified and listed for Steve to address so there is no need for members to report problems with finger piers or ladders until we announce that all

known work is complete. If at that time you still have a problem that has not been addressed you should complete a Work Order identifying the problem.

We ask that you bear with us as we work through this long list of needs and provide Steve and Corey with all possible assistance.

If you have any other observations regarding the wharves, you are invited to discuss them with your Facilities Manager - Ken Corbett or your Commodore - Ken Ryan.

Ken Corbett



Safety Report May 2010

By the time you read this it will be time to get the boat ready for launch so here are a few things to keep you safe.

We all dread the thought of sanding the bottom and putting on the antifouling paint, but please take the time and effort to protect yourself. If you knew what was in the paint to keep the growth from your bottom you would shudder. For this reason you should be wearing protective clothing, a breathing apparatus, eye protection, and gloves. This stuff is really toxic! The same should be considered when applying the paint, particularly the gloves. I suppose it also depends on how windy it is when these jobs are done.

Launch time also means plenty of trips up and down ladders. We have already had one serious accident a few years ago involving a ladder so please take a few precautions. Inspect the ladder and don't use one that is in poor condition. If you want to see what it should look like, check out the one chained to the cradle under Panache. Note the rope at the top that is tied to the rail as soon as it is placed in position.

On another note, the Canadian Yachting Association has produced a set of seminars on 4 topics including VHF operation, Weather, Coastal Navigation including GPS, and one that I wrote myself on Man Overboard rescue procedures. If there is enough interest I will put on any one of these or all sometime in the late spring or early summer. If you have any questions on these, feel free to contact me for more information or let the Club Manager know.

If there is a demand for the Operator Certificate course this spring, then I will run one. In the meantime, you can do a self study course and challenge the exam when you are ready. There is a special set of exams for our younger members so this is a good chance to get the kids certified. Keep in mind that it is now law that everyone that operates any craft with an engine will be required by law to have this certificate. Tickets have been issued so don't take a chance.

Safe boating.
Ted Laurentius
Safety Committee

Launch Report May 2010

As you read this Launch 2010 will be underway, and the rush to finish those last few jobs will be on. There are a lot of boats to launch this year which will take a good degree of coordination and goodwill from members.

Please take some time to review the launch guidelines which were revised to reflect on lessons learned from the past. There are a few things to be aware of which are designed to create a more efficient launch for everyone:

The launch book will be available as in the past to request your launch time, in addition you can put your boat on the “ready to launch” list in the office. If there are gaps these boats can be launched as opportunities arise Sunday and Wednesday afternoons have been set aside for masts only.

This can only start after the boats near the crane have been cleared. Masts can be done at other times where possible but launching boats will be the first priority. Please prepare your mast off the mast dolly and before you tie up your boat by the crane. Boats should not be tied up by the crane for any longer than necessary. Please offer to help out other members when you can – what goes round, comes round and If you need help ask.

Please out of courtesy to other members be ready to go at the time requested in order to not frustrate your fellow members. Owners of any boats that are not ready to go should inform the manager immediately to avoid delays to others. If this is not done (and after reasonable warning is given) there are financial penalties in place which if needed will be enforced (see the members handbook) Parking will not be allowed near launch activities – please be understanding if you are requested to park elsewhere and observe the signs.

Rest assured the staff and I will do everything possible to ensure a fair, safe and a good launch.

Alasdair Black

Wharf Allocations Report May 2010

Dear Members,

As most of you are aware, the RNYC has been at capacity for 5 years. While we are currently in the process of allocating 10 berths that have become vacant over the winter months, we anticipate there will be approximately 15 members who remain without permanent berths this year. These members will be temporarily accommodated.

All new berths are assigned on a priority basis using the Wharf Allocation Waiting List posted in the Clubhouse. New members are automatically added to the list. Current members who have a permanent berth and who wish an alternate space must request same in writing to the executive and then be placed on a waiting list. While we strive to accommodate the needs of all members, the club retains the right to allocate and reallocate space among lessees to ensure maximum utilization of available space.

Given the shortage of space, members are asked to notify Jim Eastman as soon as possible should your plans change and you decide not to use your berth this year. Members are also reminded to notify Jim of any extended absences away from your berth (i.e. summer vacation) in the event your berth is needed for temporary reallocation

Barry McCallum
Wharf Allocations.

Safety Reminder... Re: "Proper Mooring Lines" for boats in the Marina..

It was noted that on recently during a strong windstorm, that was actually forecast... there were several boats in their slips only tied on with bow and stern lines, there were no spring lines on these boats to stop surging fore and aft in the slips, potential for damage to both boat and wharf. Also many lines were woefully undersized for the vessels being secured.

We would like to remind members that when leaving boats for any time, however short, the boat must be properly secured with bow lines, stern lines and most importantly Bow and Stern Spring lines of adequate length and strength.

If your boat breaks it's moorings it could cause major damage to your boat and others, be sure you are tied up properly and then check again!!!

Junior Sailing May 2010

Sail Training Update

We are thrilled to announce that our Head Instructor / Program Coordinator, Julia Parsons will be returning to the RNYC Sailing School this season. Along with Julia, we have many returning experienced coaches to provide high level sailing instruction, many with considerable racing experience.

Julia returns to work May 1st, and she will be happy to provide information on our programs. Registration officially starts May 17th, and we recommend early registration as space is limited. Sailing School will operate youth weekly camps July through August. Camps run weekly, Monday through Friday, from 9:00-4:00 and we provide supervision from 8:30-4:30. Weekly camps cost \$195 per week.

The Sailing School is excited to offer Adult Learn to Sail lessons aboard our 28 foot Keelboat. Adult learn to sail schedule will vary throughout the summer depending on interest levels and will start early July.

To register sailing school participants contact Julia, at the sailing school office at 834-8794 (leave message) or by email juniorsailing@rnyc.nf.ca.

Looking forward to a successful season, see you soon.

Robert Decker

WANT A BIT OF EXCITEMENT THIS SUMMER!

LEARN TO SAIL
CYA LEARN TO SAIL PROGRAM
Ages 8 and up
Beginner, Intermediate and Advanced
Sailing Lessons Available

LOCATED AT THE
ROYAL NEWFOUNDLAND
YACHT CLUB, LONG POND
SAIL IN OPTIMISTS, LASERS, BYTES & 420'S

**WEEKLY
DAY CAMPS**
Starting July 5
9am-4pm
Monday-Friday

IN-CLASS ON WATER INSTRUCTION
PLUS SWIMMING & OTHER MARINE
RELATED ACTIVITIES

Contact Julia at 834-8794
or email
juniorsailing@rnyc.nf.ca

(PRE-REGISTRATION RECOMMENDED)

ROYAL NEWFOUNDLAND
YACHT CLUB

Ask about our
"Recruit a Friend and
Save Deal"

**FAMILY DISCOUNTS
AVAILABLE!**

Congratulations

THE PORT OFFICER MEDAL

Awarded by the **Ocean Cruising Club** to a Port Officer who has provided outstanding service to the Club and the wider sailing community by developing and promoting their port

Ted Laurentius, Port Officer Newfoundland. Coming from a Province known worldwide for the generosity of its citizens Ted Laurentius sets the bar far higher over many years providing invaluable information, advice and hospitality to those exploring not just St. John's but the entire island of Newfoundland.

(This above is from the Ocean Cruising Club website in the members only section. It is the first time it has been presented. Other members of the club are Tom Harris, Harold Smith, and Jon Garvin. Below is the web site with an idea of what it is all about. The current Commodore is Bill McLaren who wintered over at RNYC in a Bowman 40 a while back. Tony Gooch also was here only 2 years ago. The North American Vice commodore is Doug Bruce who was at our club in 2008. He is now organizing a club cruise to Newfoundland in 2011. Over the years Ted has met many interesting people and they all love Newfoundland. They are all very serious sailors and some with circumnavigations under their belt. Tony Gooch did it singlehanded in the boat he wintered here.

http://www.oceancruisingclub.org/component/option,com_frontpage/Itemid,1/

poke around on it a bit under the membership tabs to learn a bit more.)



EASTER SEALS May 2010



Since 1990, the RNYC Easter Seals Regatta has raised almost \$500,000 for Easter Seals programs and services, making this the most profitable and second-longest running event in Easter Seals' 73-year history in our province. In 2010, it is our hope that we can, again, make a significant donation to the Easter Seals charity by raising enough funds to purchase a specific piece of equipment that will enhance the lives of Easter Seals Kids. We are presently working with Easter Seals Executive Director, Ms. Deirdre Greene, to identify this need.

The Executive of our Club recently held their regular meeting at the newly-constructed facility, The Husky Energy Easter Seals House. We were all amazed at the wonderful facility that now exists for the disabled children.

Your RNYC Easter Seals Regatta Committee has met several times with Easter Seals since Christmas to lay the groundwork for this year's event. Of significant importance will be the ability for donors to receive their tax receipts on the day of the event at our club. It is only with your participation and generous support that our club will be able to continue our rich tradition of helping the disabled children throughout our great province.

Eg Walters, Chair
RNYC Easter Seals Regatta Committee



Important Notice

RNYC to install Automated External Defibrillator

A sudden cardiac arrest can strike anywhere and at anytime and with response time being critical, the Club intends to ensure that help is available pending the arrival of Paramedics.

Efforts are underway to acquire an automated external defibrillator (AED) as well as train staff and interested Club members in CPR as well as the use of an AED. Using such a device increases the chance of survival from a cardiac arrest by 75% or more over doing CPR alone.

The AED will be kept in an alarmed cabinet where it can be accessed by members 24 hours a day. Stay tuned for the date of the training and for the AED placement.

Cheers
George Tilley

THE RNYC WEBSITE

The RNYC website has undergone a recent upgrade. A new menu system has been implemented and additional information has been added to the site and more will be in the future. In time, it is intended to add a “Member's Only” section, accessed by a password and containing information that only our members need to access.

The intent is to keep the site updated on a regular basis with events and activities taking place around the club. The posting of race results will be a new feature we will be adding, and in conjunction with Spindrifit a Buy & Sell capability is being added. We also want to add a photo gallery and for that we need input from our members. If you have any good photos taken out boating or around the club, please send them in and we will post as many as we can. Perhaps we can initiate a “Best RNYC Photo” for the year.

If you have any further suggestions for improving our website or find any errors viewing it, please let me know at kcorbett@nf.sympatico.ca
Ken Corbett – Webmaster

P.S. Updates may be delayed while I am on vacation in May.



This is a short note to say "thank you" for all our great years participating in Race Week.

On our part, it has been lots of fun and enjoyment for our whole family to grow up with! But, not without the help of everyone at the Yacht Club. All the sailors and race committees, Jenny Pallard, the kitchen, with all their delicious, endless food. Jim and his computer and of course Steve and Cory who never said "no" to taking me out on the bay!!

We are delighted to hear that "Iceberg Vodka" will be taking over the reins...what a great match!

Good Luck and Great Sailing!

Bill, Carol, Sarah and all the family.

BILL MATTHEWS
VOLKSWAGEN AUDI
20 YEARS OF RACE WEEK
1990-2009





Bijoux Baby Life Vest for babies 9-25 lbs. Excellent item for boating parents with a new baby in their lives.

Purchased from Salus Marine Wear for \$80 plus shipping and handling, asking only \$50.

Excellent condition, well cared for. Red in color. Used in swimming pools and for sailing.

Voted best new safety product, see Salus Marine Wear website www.salusmarine.com for product particulars, product awards and Transport Canada notification.

The one piece front design ensures that the baby will turn face up from a face forward position. The 3 piece collar cradles the head when lifted by the collar straps or while the baby is floating on their back. Mess harness and a short front provide enhanced comfort for sitting upright, lying down or while positioned in a baby carrier.

Please Call 834-1798 to inquire.



Just For The FUN of It...



How to Load a Boat onto a Pickup:

1. Load up beer, 2-3 ice chests full
2. Relax, have beer.
3. Hook boat trailer up to truck
4. Drink lots of beer
5. Drive real fast
6. Hit light pole (needs to be a solid one)
7. Boat will load it self onto truck.
8. Relax, have another beer.





Nautical Terms:

Ahoy

The first in a series of four letter words commonly exchanged by skippers as their boats approach one another

Bar

Long, Low lying navigational hazard, usually awash, found at river mouths and harbour entrances, where it is composed of sand or mud, and ashore, where it is made of mahogany or some other dark wood. Sailors can be found in large numbers around both.

Boom

A Laterally mounted spar to which a sail is fastened, used during jibing to shift crew members to a fixed, horizontal position.

Bulkhead

Discomfort suffered by sailors who drink too much

Cabin

A cramped, closet like compartment below decks where crew members may be stored – on their sides if large or on end if small – until needed.

Calm

Sea condition characterised by the simultaneous disappearance of the wind and the last cold beer

Channel

Narrow stretch of deep or dredged waterway bordered by buoys or markers that separates two or more grounded boats

Current

Tidal flow that carries a boat away from it desired destination or toward a hazard.



Flipper

Rubber swimming aid worn on the feet. Usually available in two sizes, 3 and 17

Flotsam

Anything floating in the water from which there is no response when an offer of a cocktail is made.

Fluke

The portion of an anchor that digs securely into the bottom: also, any occasion when this happens on the first try.

Galley

Ancient: Aspect of seafaring associated with slavery.

Modern: Aspect of seafaring associated with slavery

Gear

Generic term for any pieces of boating equipment that can be forgotten in the back-seat or boot of a car, left behind on a pontoon, soaked in the bottom of a dinghy or lost over the side of the boat.

Gimbals

Movable mountings often found on shipboards lamps, compasses etc which provide dieting passengers an opportunity to observe the true motions of the ship in relation to them, and thus prevent any recently ingested food from remaining in their digestive systems long enough to be converted into unwanted calories.

Grounding

Embarrassing situation in which a sailor returns to shore without leaving his boat.

Hatch

An opening in a deck leading to the cabin below with a cover designed to let water in while keeping fresh air out.



Hull speed

The maximum theoretical velocity of a given boat through the water, which is 1.5 times the square root of its waterline length in feet, divided by the distance to port in miles, minus the time in hours to sunset cubed.

Jibe

Course change which causes the boom to sweep rapidly across the cockpit; also, frequent type of comment made by observers of this manoeuvre.

Lanyard

A light line attached to a small article so that it can be secured somewhere well out of reach.

Leeward

The direction in which objects, liquids and other matter may be thrown without risk of re encountering them in the immediate future.

Life jacket

Any personal floatation device that will keep an individual who has fallen off a vessel, above water long enough to be run over by it or another rescue craft.

Mizzen

The shorter aft mast on a yawl or ketch. Any mast that is no longer there.

Moon

Earth's natural satellite. During periods when it displays a vivid blue colour, sailing conditions are generally favourable.

Motor sailer

A hybrid boat that combines the simplicity and reliability of sail power with the calm and serenity of a throbbing engine.

Ocean racing

Demanding form of sailing practised by sportsman whose idea of a good time is standing under an ice cold shower, fully clothed while re examining there last meal.



Passage

Basically a voyage from point A to point B, interrupted by unexpected landfalls or stopovers at point K, point Q, and point Z.

Pontoon

Harbour landing place that goes crack, crunch when hit

Pilotage

The art of getting lost in sight of land, as opposed to the distinct and far more complex science of navigation used to get lost in offshore waters.

Port

1. Left on a boat.
2. A place you wish you never left on a boat.

Propeller

Underwater winch designed to wind up at high speeds any lines left hanging over the stern.

Radar

Extremely realistic kind of electronic game often found on larger sailboats. Players try to avoid colliding with “blips” which represent other sailboats, large container ships and oil tankers.

Regatta

Organised sailing competition that pits yours against your opponents' luck.

Sailing

The find art of getting wet and becoming ill while slowly going nowhere at great expense.

Satellite Navigation

Sophisticated electronic location method that enables sailors to instantly determine the exact latitude and longitude, within just a few feet, anywhere on the surface of the surface of the earth, of whatever it was they just ran aground on.

Single handed sailing

The only situation in which the skipper does not immediately blame the crew for every single thing that goes wrong



A THOUGHTFUL SCOTTISH HUSBAND

Did you hear about the thoughtful Scotsman who was heading out to the pub?

He turned to his wee wife before leaving and said, Sheila - put your hat and coat on, lassie.'

She replied, 'Awe, John, that's nice - are you taking me tae the pub with you?'

'Nay, John replied, I'm switching the heat off while I'm out.'





Silly PICS





2010 New Members- Flag Officers Night

FRIDAY JUNE 4, 2010

MEET & GREET 7PM
DINNER 8PM

Striploin Steak
\$19.95

Full Lobster
\$27.95

Lobster/Steak Combo
\$39.95

Call 834-5151 or email
manager@rnyc.nf.ca
for reservations

