

# THE SPINDRIFT NEWS

ROYAL NEWFOUNDLAND YACHT CLUB

AUG. 2010



ICEBERG RUM

ROYAL NEWFOUNDLAND YACHT CLUB  
ICEBERG RUM RACE WEEK 2010  
AUGUST 17-22

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# AHOY!

## 20th ANNIVERSARY EASTER SEALS REGATTA



**AUGUST 28, 2010**

## 20TH ANNUAL EASTER SEALS REGATTA

PLEDGE SHEETS & ITINERARY AVAILABLE NOW!

**PRIZES  
FOR...**

TOP FUNDRAISING  
POWERBOAT & SAILBOAT &  
INDIVIDUAL

BEST DRESSED SAILBOAT  
(GUY HOGAN AWARD)

REGATTA WINNER



GET  
INVOLVED...  
FOR THE FUN OF IT!



STEAK  
BBQ

SAIL PARADE  
&  
CANDY TOSS

SILENT  
AUCTION

REGISTRATION 10AM-12NOON

FOR EVENT INFO PLEASE CONTACT

JIM AT 834-5151 OR

EG WALTERS AT 682-5558



## Commodore's Report August 2010

Another busy boating season is in full swing. Now that the last of the boats are in the water, it's time to get out there and enjoy some great boating. Our Annual Sail Past was a night I will remember for a long time. Twenty-five boats participated and there was a full house for the dinner. The weather certainly cooperated, with sun, showers, fog and then a fantastic double rainbow. Thanks to everyone for your support in making this night so memorable.

Thanks to Robert Decker and his crew, our junior sailing program is off to a great start. The new adult sailing program is sold out. Thank you to Pierre de Ruelle who donated his 28-foot sloop S/V Mireille Soucy to the RNYC. This boat is being used as a race committee boat and to teach new sailors and is certainly getting great use. We really appreciate Pierre's generosity.

Congratulations to Bill Matthew's on receiving the honor of a Life Membership in the RNYC. Thank you so much Bill for your significant contributions to the RNYC over the last 20 years.

If you look around our club, you will see a lot of activity. The upper storage lot and paved lot clean ups are in effect and new lighting has been installed on wharves. I'd like to thank Dr. Nizar Ladha and Kirk Rees again this year for planting new flower beds and shrubs and taking care of overall maintenance of the garden. We now have the security cameras installed around the property and are looking at the possibility of erecting a security gate at the main entrance.

Thanks to George Tilley and John Butler for installing and wiring our new Defibrillator Cabinet in the basement foyer. Keys to access the door after hours are available in the front office. For full details on defibrillator use, please visit our web site.

The Port Authority Race was a fantastic event, with a big turnout along with nice weather and interesting winds. All boats had an amazing race to the cape under spinnaker before the wind dropped off. A good time was had by all who participated! I would like to thank Ray Rhineland and his committee for their excellent work and dedication for organizing the

con't

## Commodore's Report August 2010

Ocean One International Yacht Race. All the best in 2012! Congrats to Pierre and Ray for competing in the Halifax to St. Pierre race.

I would like to extend a big thank you to your Executive Committee for their great work, Steve and Cory, as well as the entire kitchen staff who take so much care to create wonderful meals for our members. Your efforts are much appreciated!

On July 18, we officially opened the “Charles R. Bell Room” with a ribbon-cutting ceremony. I would like to thank the entire Bell family for their significant contribution that brought this rejuvenation project to reality. We will be having an open house for all members in the coming weeks. Thanks to Ken Corbett for overseeing the work with the contractor and Jim Eastman for his hard work and dedication!

All social events have been well attended this year and we have many more fun times ahead. The Poker Run and Kid's Day were a hit! Mark your calendar- we have the 20th Easter Seals Regatta coming up on August 28. I would like you to join me, along with chairperson Eg Walters and our Honorary Patron Iris Petten, in making this Regatta the most successful to date.


I have truly enjoyed the first half of the year as your Commodore and will continue to do my best on your behalf. Thanks for your continued support, enjoy the rest of the summer and remember to practice safe boating.

Ken Ryan  
Commodore



## BOAT HANDLING GUIDE

**CHANNEL BUOYS**  
Green on Left  
odd numbers




lighted


**UPSTREAM daymarkers**



can




lighted




midchannel

Red and White or  
Black and White

Red even numbers  
Right  
Returning



nun buoy



lighted

**REMEMBER THESE RULES OF THE ROAD**

1. Meeting Head-on: **KEEP RIGHT**
2. Crossing: Give right of way to boats ahead and to the right of you (see **DANGER ZONE**)
3. Passing: Give right of way **KEEP CLEAR**

**Horn Signals**

Turning to Starboard	Short Blast =	Leaving Dock
Turning to Port	Prolonged Blast =	Open Bridge
Going Astern	—	Danger

**RIGHT OF WAY** Generally the higher category in this list has priority.

- unable to steer
- limited in turning ability
- restricted to channel water depth
- commercial fishing
- sailing
- power driven

For the Boat Handling Course nearest you, call Toll Free 800-336-2628 or write **BOAT/U.S. Foundation** 880 S. Pickett, Alexandria, VA 22304.

# NOTICES

" Members are reminded to place their used oil in the container provided adjacent to the fuel tanks. Please do not leave them near the garbage bins or on the dock.

Thank you for your cooperation in this matter."

"The notice next to the bar at RNYC has been 'cleaned up' now that we have a website and Spindrift "Buy and Sell" features there is no longer a need for sale" items on this notice board. There is also a book on the bar if you wish to place any "For Sale "Item notices in it .



The Club has recently installed a Security Camera DVR System that covers most of the grounds and will help provide a more secure facility for the members.

Also a reminder that the RNYC wireless internet is available for the members while relaxing on their boats or out on the patio. Call or drop into the club to get the access code.



## Racing Report August 2010

Thus far the 2010 racing season has been one of the best in years! We started the season on Wednesday June 7th with close to a record turn-out for the first race of the year, a trend which has continued throughout the season. Most encouraging has been the ever increasing size of our White Sail Division. In many races, this has been the biggest fleet!

Skippers and crews, no matter how big or small, do not require racing experience to race White Sail. Just show up for a fun day or evening of sailing, and we'll guide you through the little bit you need to know to get out there and have a blast.

I'd like to extend special congratulations to the skippers and crews of Bella J and War Eagle for representing the RNYC and putting in a great showing in the 2010 Route Halifax to Saint Pierre Ocean Race. Due to fleet damage, the inaugural running of the Ocean One Race from Saint Pierre to St. John's, founded by Bella J skipper Ray Rhinelander, was postponed to 2012. That being said, a great reception to mark the introduction of the race was held at Dusk on George Street, on the eve of the Port Authority Race in St. John's Harbour.

The Port Authority Race also saw the best turn out in recent history with eight boats racing up and down St. John's Harbour putting on a great show for spectators in the downtown on an ideal summer day. Special thanks to the Port Authority for hosting us at the Keg for the annual reception and awards. It was another successful year for the event, and we hope to grow participation again for next year.

I have to take this opportunity to extend a sincere thank you to our committed race committee of Simon and Josh. Having on the water starts, setting marks to get ideal courses, and continually promoting our racing has been the biggest reason we've seen the increase in numbers this year. Keep it up guys!

Royal Newfoundland Yacht Club Iceberg Rum Race Week 2010 – August 17 – 22 For all levels of sailors – this is a fantastic event fun

# Racing Report August 2010

for all. If you are interested, but have some questions, please call or email anytime. Please join us in making this the biggest regatta in years.

More details can be found on the RNYC website under "RACING" ([www.rnyc.nf.ca](http://www.rnyc.nf.ca)). Look forward to seeing everyone there.

Justin Ladha  
Race Committee Chair

**Get  
The  
Party  
Started...**

ROYAL NEWFOUNDLAND  
RNYC  
YACHT CLUB

**ICEBERG RUM**

**Rum & Fest** 2010

**Wednesday August 18  
7pm - 9pm**

**CREW APPRECIATION NIGHT!**

# Facilities Report August 2010

## FACILITIES REPORT

JULY 2010

Ken Corbett

There has been a great deal of activity around the club this year, all intended to improve the facilities available to members. While the major tasks have been completed for the year, more will be undertaken as well as planning for next year. Here are some of the highlights of what has been done this year.

**WHARF REPAIRS:** The biggest job this Spring has been the start on upgrading our wharves. A section of the South wharf has been completely replaced after it was found the existing structure was in need of replacement. In addition work has been undertaken on a number of finger piers and parts of the main wharves where needed. This will continue throughout the season. Planning is underway on how to tackle repairs to the remainder of the main wharves.

**CHARLES R. BELL ROOM:** Thanks to a generous donation from the Bell family, the Charles R. Bell Room has been totally renovated and new furniture acquired to make it into a room suitable for meetings or social events. The room has been officially opened and members will soon be invited to tour the great new facility. Rental of the facility to members has already paid a major part of the club's portion of the renovation cost.

**SAFETY:** A defibrillator has been purchased and has been installed in the lower club area. Courses will be available for instructing on its use. In addition it is planned to purchase an eye wash system.

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## Facilities Report August 2010 con't

**POOL:** A new liner has been installed in the pool and looks great. The pool is now open and it should be possible, weather permitting, to open the pool earlier in future years.



**SECURITY:** A new security camera system has been installed at the club and will provide good coverage of the club grounds. All activities will be captured for later reviewing.

**JUNIOR SAILING BUILDING:** Tiles have been installed on the shower and bathroom floors to enhance the look and reduce chance of water damage. Lockers have also been installed for the use of those attending courses.

**CLUB RESTAURANT CEILING:** The old stucco ceiling was covered with gyproc and painted greatly improving the appearance of the room

A variety of other smaller tasks have been completed paying attention to the needs of our boating and social members. Future tasks include furniture for the showers and lower porch area, improved club signage, painting and ongoing maintenance as the need is recognized.

Thanks must go to Jim, Steve and Corey for all the work they do to keep this club in great shape and the needs of members satisfied and to Commodore Ken for providing direction and considerable assistance.

Ken Corbett



# Safety Report August 2010

Boating season is now in full swing and we should be considering how to keep it safe on the water. The use of life jackets is an interesting point for debate and I noticed recently that the Ontario Provincial Police are lobbying to have the wearing of PFD's made mandatory in that province. There are no plans for the government to do this at this time, but it does demonstrate the importance that a law enforcement agency attaches to this issue. At our club the only time it is a rule is for all yachts entered in a race and this is strictly enforced. For the rest of us, it is purely a personal preference and I am encouraged to see more and more of you wearing a PFD when heading out of the pond. I understand that on a warm sunny day it is tempting to not put one on and that is fine as long as there is one close by should conditions change for the worse. Of course, wandering around on deck at night is a no brainer, sail or power. A recent tragedy in Twillingate demonstrated that even wearing a life jacket is no guarantee that your life will be saved, but it is a very good start as boating fatality statistics demonstrate.

As late summer and fall approaches, so do some of the heaviest winds. I must stress once again that some of our members still do not tie up their boats properly. The correct type of rope is important and using a nylon or other stretchy material of sufficient diameter must be the rule. When securing the rope to the dock, do not use only the toe rail. Many of these rails are not secured by bolts and any deterioration in the wooden structure makes it unsafe to do so. The rope should pass through the deck and around the longitudinal member below the toe rail. Only then are you sure that the dock line will not pull away when the wind load comes on your boat during a blow. There are some guidelines on this on the website as far as I know. If not, do not hesitate to ask me.

One last reminder for you is that everyone operating a power driven vessel should now have a Pleasure Craft Operator Card (PCOC). If not, please ask me about getting one.

Have a safe and enjoyable season.

Ted Laurentius  
Safety Officer



## 2010 Poker Run

Another great event for Power Boaters was held on July 17th. Our Annual Poker Run is certainly a great excuse to use your boat and enjoy the company of other boaters along the way. It also provides an opportunity for some to enter some ports for the first time.

With eight (8) boats participating (and even more members joining in on the fun) we travelled to Middle Arm, Brigus and Bay Roberts, where we tied up and enjoyed a great BBQ by chef James Eastman and the hospitality of the local Club and Legion. After lunch we moved on to Cupids, where we saw the new moorings they have recently set up for visitors. Some participants even went ashore to check out the Celebration activities underway their this summer. Finally, we headed back home to the Club where the restaurant staff treated us to another great meal.

We were very fortunate to continue to have the support of numerous businesses and individuals who donated prizes to ensure that even the skipper with the worst poker hand got something and to ensure that the winner of our latest Newfoundland trivia contest was appropriately recognized! Thanks to everyone who participated, including those who distributed the sealed envelopes at the various ports of call, for making it such a fun event and to the 'weather' of course, for cooperating!

Anyone who has photos taken of the event are encouraged to send them to Jim.

George Tilley



# RNYC Sailing School August 2010

Hello Everyone!!!

The Sailing School opened its summer camp, June 28th under the direction of our Head Instructor/Program Coordinator Julia Parsons. We are thrilled Julia has returned for a second year as her supervision has been instrumental to the continued improvement of the sailing programs offered at the Royal Newfoundland Yacht Club. Our summer staff includes; Kate Hollett, Alixanna Ransom, Nick Parsons, Leah Cardinal, Simon Rees, Becky Power, Luke Power, Paul Baker, Andrew Goodridge, Alex Sansom, & Paddy McNicholas. Big thank you to all of our dedicated instructors!!!!

We are very excited that our Adult Learn to Sail Program has had tremendous interest, and is full for the entire summer. The introduction of our Adult Learn to Sail program would not have been possible without the generous donation of our new keelboat Mereille Soucy, by Pierre Michel de Ruelle. Thank you Pierre!!!!

Also a special thank you to Mr. Doug Adams and Cablelync for a generous donation that enabled us to purchase a much needed coach boat and motor.

We have limited space available for the last few weeks of Sailing School. Interested sailors should contact Julia Parsons at the Sail Training Office at 834-8794 or by email [juniorsailing@rnyc.nf.ca](mailto:juniorsailing@rnyc.nf.ca) to register ASAP.

Grand Bank Cup is scheduled for Labor Day weekend September 4-5th at the RNYC. We invite all dinghy sailors to participate in this fun regatta with our friends from the Islands of St. Pierre and Miquelon. Dinghy classes include; laser, radial, byte, optimist, optimist green, & 420. The RNYC has a very limited supply of boats available for charter; please contact Julia for charter details.

It's been smooth sailing so far! Here's to another great year!

Robert Decker  
RNYC Sail Training

# EASTER SEALS August 2010



Mark your calendars! The 20th annual Easter Seals Regatta is scheduled to take place at the Royal Newfoundland Yacht Club on Saturday, August 28, 2010. RNYC members have been raising funds in support of Easter Seals programs and giving Easter Seals kids reason to smile since 1990. On behalf of myself as Chair of the 2010 Easter Seals Regatta, and Iris Petten, our Honorary Chair, I would like to invite all sailors and power boaters to take to the bay for this worthwhile cause.

Sailors will compete for the Easter Seals Cup in our regatta race and power boaters play a huge role in hosting the children and their families out on the bay for an afternoon of fun and a great view of the race. We encourage both sail and power boaters to raise money through pledges or corporate sponsorships. Our goal this year is to raise \$30,000 in support of Easter Seals programs.

Please join us on Saturday, August 28, 2010. It'll be a fantastic day of boating, followed by a delicious BBQ, entertainment, and awards ceremony. Enclosed in this document is a pledge form that you can use to raise funds for this worthy cause. Pledges are raised by people that are participating in the Regatta but can also be raised by anyone that would like to support the event.

RNYC members, through participating in the Easter Seals Regatta, have made a difference in the lives of hundreds of children with physical disabilities in our province over the past 16 years. I encourage you to participate in this year's event and continue our proud tradition of helping these wonderful kids.

Eg Walters  
Chair

Iris Petten  
Honorary Chair



# OFFICIAL OPENING OF THE RENOVATED CHARLES R. BELL ROOM

On Sunday July 18, 2010 the Bell family were invited to a small reception to re-open the renovated Charles R. Bell Room. It provided an opportunity for the RNYC to officially thank the Bell's for their assistance and generous donation that permitted this renovation to take place. The ribbon was officially cut by Charles Bell III. All who have seen the room are impressed with the transition that has taken place and we thank the Bell's for their support. Members are encouraged to view and use the room and their will be an official opening for members in the near future. Should you wish to book the room for a conference, meeting, shower or party, please talk to Jim in the office.

Unfortunately I do not have any photos of the Bell room prior to renovations but I am sure all who saw and knew it would agree, it was not an attractive room. Here are some photos during renovation and the finished Charles R. Bell Room.



# A SPECIAL THANK YOU!!!

friends of the RNYC...



Pierre de Ruelle

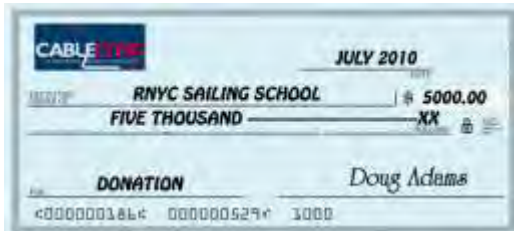
donated his 28-foot sloop  
S/V Mireille Soucy to the  
RNYC Sailing School.

The Bell Family

who's generous donation  
made the renovations to the  
Charles R. Bell Room  
possible.



Doug Adams - Cablelync



who's generous donation  
enabled the Sailing School  
to purchase a much needed  
new coach boat and motor!

# 'HOW TO' by Don Casey - Docklines

When you decide to purchase docklines, it is possible to be overwhelmed by the variety of rope available. If you are after rope to secure your boat to the dock, you can-and should-ignore most of those spools. Most marine cordage is for general or specialized use aboard sailboats, and the less it stretches, the more it is revered by sailors. For dock lines, however, sailors and powerboaters alike need a rope that does stretch.

## **Nylon only**

In pursuit of docklines that do not stiffen with age, BoatUS has developed a pre-cut dockline twisted from a special stretchy polyester. This is a brand new product, too new to evaluate, but with this one exception, you can skip right over rope that is labeled polyester or Dacron or Kevlar or Spectra or any other fancy name. For making up docklines you want plain old nylon.

Nylon has three characteristics that make it ideal for dockline. It is incredibly strong, it is very stretchy, and it resists the harmful effects of sunlight better than any of those fancy-name synthetics.

The value of strength is self-evident, but the benefits of elasticity may not be as obvious. When your boat surges against an unyielding dockline, the load on the line goes from zero to the maximum at the instant the line comes taut. The likely consequence is a broken line-not unlike how you might snap a piece of thread with a jerk. Even if the rope is strong enough not to break, it is hammering cleats and bits with every surge. Nylon doesn't come taut suddenly, but dissipates the load by stretching. It is like the difference between hitting the steering wheel or hitting the air bag.

As for nylon's resistance to ultraviolet damage, docklines-particularly permanent docklines-live in the sun. Nylon lines enjoy a much longer life than other lines in that environment.

Nylon actually has a fourth appealing characteristic that you will surely appreciate: it is less expensive. The only exception is polypropylene.

## **What about polypropylene?**

Polypropylene rope is stiff, very slick, and usually bright yellow, but its most distinguishing characteristic is that it floats. You will be familiar with this rope if you waterski. Polypropylene has a relatively low breaking strength, the quality of the rope is notoriously erratic, and because it is so slick, it does not hold a splice. Nevertheless, some



# 'HOW TO' by Don Casey - Docklines CON'T

boaters use polypropylene rope for docklines, presumably because it is cheap. This is false economy. Polypropylene suffers badly in sunlight, losing much of its strength in as little as a year. Leave polypropylene to the skiers.

## **Braid or Three-strand?**

Nylon rope is available in both braided and three-strand twist construction. Each has its advantages.

Braided line looks "dressy." It has better abrasion resistance than three-strand, and typically it is slightly stronger. Braided line can be a good choice for tying up in your home dock, but because braided lines have a tendency to snag on rough pilings, I don't like braid for traveling docklines. (As anchor line, however, braided nylon handles easier and stows more compactly and with less of a tendency to tangle, but at the cost of some elasticity.)

The main advantages of three-strand nylon for docklines are that it doesn't snag, it is easy to splice, and it is considerably less costly than braided rope. Three-strand also has the significant advantage of being stretchier than braid. As a practical choice for docklines, three-strand nylon is unbeatable, and how often is the best also the least expensive?

## **What size?**

Since larger diameter line takes longer to chafe through, a case might be made for selecting the largest diameter that will fit your cleats. But as the line diameter gets larger, it also becomes less elastic-making the "right" line diameter a bit of a Catch-22. The line diameters shown in the chart should deliver both sufficient strength and the beneficial effects of elasticity.

### Line Diameter- Boat Length

3/8" up to 25' 1/2" up to 35' 5/8" up to 45' 3/4" up to 55' 7/8" up to 65'

## **What length?**

For docklines that are a fixture of your permanent slip, work out the appropriate lengths using old line or light stuff (flag halyard)-making allowances for eye splices-then make up your new lines to those lengths. Nothing is more convenient than pulling into your slip and simply dropping eyes over the mooring cleats. If your dock is fixed-not floating-be sure to leave a little extra length for unusually high or low tides.

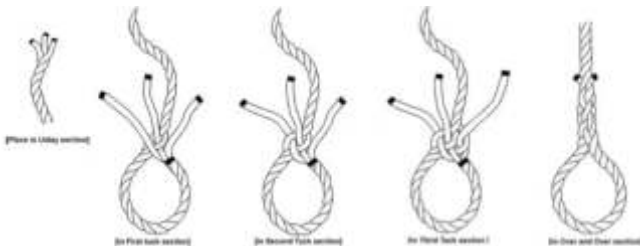
# 'HOW TO' by Don Casey - Docklines CON'T

For a set of docklines that travel with the boat, I like lines equal to the length of the boat. It is essential for spring lines to be this long. You can get away with shorter bow and stern lines, but I don't like to sort through my docklines to place a short one here and a long one there. In a rush, I can grab the one on top and know that it will be long enough. The inconvenience of a line that is too long is far less than one that is too short.

## Eye splice

All docklines should have an eye splice in one end. For permanent docklines, the eye will be in the boat end of the line, and it should be just large enough to fit over the horns of the boat's mooring cleats. A small eye will be unlikely to come loose, but for complete security you can feed the eye under an open-based cleat before looping it back over the horns.

The eye on transient docklines generally goes ashore so you can adjust the lie of the boat from on board. Twelve inches is a good eye size, making it easy to pull the line through the eye to form a loop.



A knot, by the way, is a poor substitute for a proper splice. A bowline, for example, reduces the breaking strength of a line by about 40% while a splice retains 95% of the rope's strength.

## Chafe protection

Dockline failures are almost always a result of chafe. Unfortunately, it is nearly impossible to rig docklines so that they never rub against the dock or the boat. Protect your investment-the docklines and the boat-by sliding a foot or two of heavy-duty hose over each line and tying it in position to take the abrasion.

For more information about rope and rigging, consult *This Old Boat* by Don Casey.



This great boat is well equipped for single or short-handed sailing and cruising, "Tanaquil" is a proven and well cared for boat with countless upgrades. Easy and pleasing to sail with a cozy cabin to enjoy after a long days sailing. Located at RNYC Long Pond- south wharf.

Inventory (worth many thousands beyond the asking price ) includes: (2009) North Dacron Main and Norlam blade jib on Harken Mkill roller furler, (2005) Mylar large roach full batten Main and jib (as shown above). Lazy jacks. Removable baby stay and inner jib. Dyneema Halyards, inner T track. Spinlock and Lewmar blocks and rope clutches, all lines lead aft. Backstay adjuster. Totally rewired – Blue Sea switch panel, DSC and Navtext VHF radio with MMSI #, Clipper wind indicator, Autohelm ST2000, Origo 3000 stove (2006), two water tanks (deck fill) and pressure water, Enclosed head jabsco (2006) 4 berths + quarter berth. Hull epoxied 2008. Honda 9.9hp outboard (2005) inboard 15gal tank. CQR anchor on bow roller. Radar mounting post. Lots of other stuff also included plus a Steel storage Cradle. Tanaquil is a Registered vessel and is truly ready to go on new adventures at a very low cost. For sale due to owner insanity of buying a bigger boat.

\$19,000 Cdn buys you a lot of boat. Call Alasdair Black evenings 726 9048 or see me at the club. No commercial agents please, no unsolicited listings.



Just For The FUN of It...



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A sailor meets a pirate in a bar, and they take turns recounting their adventures at sea. Noting the pirate's peg-leg, hook, and eye patch The sailor asks "So, how did you end up with the peg-leg?"

The pirate replies "We was caught in a monster storm off the cape and a giant wave swept me overboard. Just as they were pullin' me out, a school of sharks appeared and one of 'em bit me leg off".

"Blimey!" said the sailor. "What about the hook"?

"Ahhhh...", mused the pirate, "We were boardin' a trader ship, pistols blastin' and swords swingin' this way and that. In the fracas me hand got chopped off."

"Zounds!" remarked the sailor. "And how came ye by the eye patch"?

"A seagull droppin' fell into me eye", answered the pirate.

"You lost your eye to a seagull dropping?" the sailor asked incredulously.

"Well..." said the pirate, "..it was me first day with the hook."

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Nervous first timer to skipper. "Do yachts like this sink very often?"

"No, usually it's only once!"

\_\_\_\_\_.

Two Swedish sailors immediately head to a bar after docking. They order two double whiskies and down them. They order another two and immediately down them.

On the third double whiskey one of them says "Skoal" to which his friend replies

"Did you come here to drink or talk!"





A Navy Admiral (\*which Navy will go unspecified) was being court-martialed for an incident where he was found to be chasing a young lady through the hallways of the hotel in which they were both staying.

Neither of them were wearing anything. One of the charges was that of "being out of uniform."

The Admiral's lawyer argued that the officer was not out of uniform, as the regulations read: "A Naval officer must be at all times be appropriately attired for the activity in which he is engaged."

The Admiral was acquitted.

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A yacht was in distress so a life boat was called out to rescue it. The Coast Guard Captain, attempting to determine the yacht's location, radioed to the owner. "What is your position, I repeat, what is your position?"

The skipper of the yacht replied, "Well sir, I'm Marketing Supervisor of a large computer software company."

\_\_\_\_\_.



# Silly Pics





2010 RNYC  
COMMODORE'S COCKTAIL PARTY  
SUNDAY SEPT. 5, 2010  
HYNES WHARF  
MIDDLE ARM