

December 2011



THE SPINDRIFT NEWS

ROYAL NEWFOUNDLAND YACHT CLUB





NOTICE BOARD

Have you read the Commodore's letter, Draft Strategic Plan and Members Survey to be found on the RNYC web site or sent to you in the mail. If so have you responded to the Survey. Over 80 of your fellow members have done so already. Make sure your views are known by completing the survey.

Please ensure that you read the updated version of the Member's Guide that can be found on the RNYC web site or you can obtain a copy from the office. Of note are the changes made to some of the fees in Appendix C

RESTAURANT & BAR

The restaurant and bar are now closed for the season. Watch for the re-opening date in the Spring. Thank you for your patronage this season.

COMMODORE'S LETTER

Barry McCallum - Commodore



Dear Member,

How quickly a year goes by! It seems like only yesterday that the Executive was making plans for the coming year; scheduling the Race Program and Social calendar, planning the Power Boat events, and developing a strategy to address our financial challenges. Then on November 23rd during our Semi-Annual General meeting, it was time for me to thank the outgoing Executive and introduce John's Walsh's incoming Executive for 2012. It has been a very rewarding, albeit challenging year. I believe very strongly that the hard work of this year's Executive, and I speak specifically, although not exclusively, of the Strategic Plan and Member Survey, will pay dividends for the RNYC well into the future.

Our priorities for this year were largely determined by our fiscal reality. Our financial situation at the beginning of the year was such that we could no longer borrow money. Our costs significantly exceeded revenue, and the situation was projected to get worse. Resisting the temptation to ask the membership for a fee increase we made it a priority to get our fiscal house in order. We instituted a number of restraint measures to control expenditures and increased some fees where we felt more revenue could be generated. The end result of which is a balanced budget this year and a projected surplus next year. While this is a very positive start more needs to be done to address our credit situation.

In concert with getting our fiscal house in order we embarked on developing a 5-year Strategic Plan, recognizing that in many respects our current situation resulted from a lack of long-term planning. The plan is currently a draft which will be informed and reshaped by our Survey, which I am pleased to report, has been embraced by the members. The detailed and insightful feedback has been beyond expectations. Thank you!

All of which is to say that your Executive has been hard at work positioning the club for a run at the future. We are well on our way back to fiscal health; we will have a much better understanding of the priorities of our membership, and a multi-year plan that reflects these priorities. Most importantly, your Executive, and specifically your Flag Officers, have committed to executing the plan as a team.

COMMODORE'S LETTER (Cont.)

This has been an incredibly rewarding year for me personally. My family and I have taken much from this club over the years and I appreciate the opportunity to give back. To each and every one of you I thank you for the support you have shown me over the past year. Above all, I would like to thank this years Executive. It's a challenge to find the words to describe this dedicated group of volunteers who have given so much to our club for so long. Finally, having worked closely with Vice Commodore, John Walsh, over the past year, I can say with the greatest of confidence that "we are in good hands". I look forward to, what I expect will be, an exciting year under John's, more than capable, leadership. Once again, thank you for the opportunity to serve as your Commodore this year; it has been both an honour and a privilege.

Barry McCallum
Commodore



2011 RNYC Flag Officers

FACILITIES REPORT

Peter Lawrie – Rear Commodore: Facilities



Throughout the year we have endeavored to minimise costs and repair or replace only items that were of a high priority. Having said that we have spent in the vicinity of \$50K on items such as;

- Replace Lift station pumps,
- Pool pump replacement,
- Travel Lift repairs
- Replacement catwalks and wharf repair,
- New gas and diesel pumps,
- Repaired and replaced the race tower,
- Replaced beverage cooler

We acknowledge there is much work to be done at our club, there are some major challenges facing us in the near future, all of which will consume considerable funds, some of the future challenges include;

- Replacement of the top part of the boat launch ramp
- Kitchen fire suppression and propane systems need upgrading
- Travel lift requires major repairs over the next few years
- Several electrical boxes need replacing
- And of course ongoing wharf repairs.

I would like to take this opportunity to thank members for their understanding and patience as we try to manage our facilities while keeping an eye on costs.

Hopefully in the New Year we can address some of the required items as outlined above .Thank You

!



LIVELY DEBATE AND DISCUSSION

Secretary's Report – 2011 Semi-Annual General Meeting



On Wednesday evening thirty two (32) members came out to attend the 2011 Semi-Annual General Meeting of the Royal Newfoundland Yacht Club. Generally speaking, the semi-annual meeting focuses on two things. Firstly, it provides an opportunity for the club Commodore and Executive to provide an overview and update of the year's activities as the Commodore's year concludes. Secondly, the incoming Commodore and slate of officers for the following year is introduced to the membership and approved. Sometimes, meetings of this nature can be rather hum-drum and routine, but that was not the case with this year's meeting. In my humble view at least, this was one of the most lively and productive meetings in recent memory at the Royal Newfoundland Yacht Club. There was very good discussion, lively debate, excellent questions and comments from members, and a very necessary and frank discussion on the future direction of the Royal Newfoundland Yacht Club. Much of this focused on issues relating to future fee structures, especially as it relates to our ability to fund necessary wharf repairs and undertake other capital improvements.

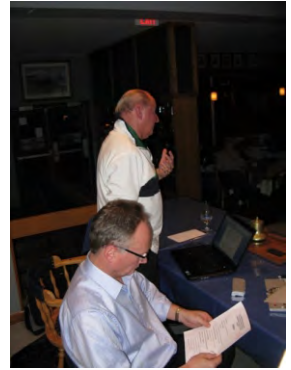
The meeting began with a warm welcome from Commodore McCallum followed by a power presentation highlighting many of the programs, activities, and achievements of this year. Barry recognized his Flag Officers and Executive and thanked them sincerely for their incredible work and dedication on behalf of the membership during his tenure as Commodore. Barry acknowledged that this was a year of restraint, and this made the jobs of many of his executive team that much more challenging this year. But his focus was to restrict spending to basic operating costs and essential capital improvements in 2011 in order to stabilize our operating costs and be able to leverage funds for much needed capital investment (wharves) in the very near future.

Despite a poor June and July, which was directly a result of very poor weather and the slow start to our boating season, we did manage to curtail costs and operate at a "break even" pace this year. Equally as important though, the DRAFT Strategic Plan was completed and presented to members, and a membership survey was developed that would assist the executive team identify

LIVELY DEBATE AND DISCUSSION(Cont.)

priorities of the membership and comment on the kind of club they wanted RNYC to be for the future. It is felt that the survey will go a long ways towards influencing and shaping decisions for the future when executive members are faced with difficult decisions. It is felt that executive decisions must reflect, as much as is reasonably possible, the overall wishes and priorities of the general membership. Therefore, if you haven't done so already, PLEASE visit the website, review the DRAFT Strategic Plan, and complete the survey. Or, complete the hard copy and forward it to us immediately after you receive it. This is your opportunity to have your say, and your say has never been more important to us.

All members of the executive team presented brief overviews of their various portfolios and highlighted achievements of this past year. From a boating, programs, safety, communications, services, and social perspective – 2011 was an incredibly successful year, and this was due, in large part, to the tremendous work and dedication of the executive team, and Commodore McCallum concluded by thanking them, once again, for their outstanding work on your behalf.



Incoming Commodore John Walsh's slate was presented by Past Commodore Ken Ryan and was approved unanimously. John highlighted his involvement with this year's initiatives, especially the development of the Strategic Plan and the Membership Survey, and extended his sincere appreciation to Commodore McCallum for his tireless work and leadership this past year.

John provided a general overview of plans for 2012 – and particularly noted his intention to continue to curtail costs and improve our financial standing. John noted that we must immediately discontinue our reliance on an operating Line of Credit to cover our day to day operating costs as we have been doing in recent years. We must continue to pay down our long term debt, and we must immediately put a plan in place to finance major wharf repairs and carry out other capital improvements at the RNYC. This cannot be delayed. He noted that we have trimmed cost centres to the extent that we can, and we will continue to do so, but the only reasonable solution to our current situation is a considerable increase in revenue. He informed the membership that over the next number of weeks he will be

LIVELY DEBATE AND DISCUSSION(Cont.)

meeting with Flag Officers and members of the executive team and will be making fundamental decisions relating to proposed increases to membership fees and other related decisions in the very near future.

The meeting proceeded with proposed revisions to the Membership Handbook, including revisions to a number of service fees. These were approved by the membership.

The meeting concluded with a presentation by member Dave Mitchell (at his request) which focused on the RNYC's need to increase revenues considerably in both basic membership fees and in the various fees for service which we charge to our members at RNYC. He compared our fee structure with other yacht clubs in Canada which he either visited or researched, and he concluded that we can no longer continue to receive

services at these prices – especially if we are to carry out the kind of work that is required to bring our wharfs up to a proper standard. This sparked a general discussion about fees and wharf infrastructure, and while not everyone agreed that benchmark comparisons Dave was using were necessarily most applicable



to our club, there seemed to be general agreement that we have to increase our revenues, and the only way to see the improvements to the wharfs (as required) is if we leverage the required funds to cover these costs. Past Commodore Tom Hickey supported Dave's approach, and further suggested that we should not settle for sub-standard infrastructure. He suggested when we do the wharves, do them properly and carry out repairs to our electrical and water supplies, as are so desperately needed. He suggested that he, and many members that he has spoken with, support this approach, and members don't mind paying when they see some tangible return on their investment.

As you can appreciate, there was excellent discussion and debate about these issues, launch and haul out, wharf allocations, our strategic plan, grounds and facilities, issues of winter storage, and a

LIVELY DEBATE AND DISCUSSION(Cont.)

myriad of other issues and concerns that members wanted to discuss. Next year is shaping up to be an exciting and challenging year, and as your incoming Commodore, I look forward to facing these challenges on your behalf. Our finances need to be addressed, and they will be. Our biggest financial challenges, at the moment, relate to issues of cash flow and day to day operational expenses. But we should remind ourselves that despite our challenges, we have a great deal of equity and many resources at the

Royal Newfoundland Yacht Club. While there are challenges, they are not insurmountable by any means. Together, we will do everything we have to do to restore the viability and integrity of our club, and to ensure that the programs, services, and infrastructure of the Royal Newfoundland Yacht Club is second to none. The work of Commodore McCallum has set us on a path to deal with these challenges more effectively.

John Walsh (Vice Commodore) – Secretary

FROM THE MANAGER'S DESK

James Eastman - General Manager



Dear Members!

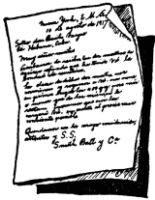
With another year just about in the books (still a few Xmas parties to take care of yet) it is time to pass along a big THANK YOU to some of the key players here at the RNYC. Firstly to the heart beat of the yacht club, our dedicated and hard working staff, where would we be without you. Your long hours and hard work help make our little club so special! Next to our tireless Executive and Flag Officers. Until you actually sign up to be part of this group you have little idea of the amount of time and energy that is required on their part. For many of these members it is like having a little baby to take care of for the year (see DM Humphries article for inspiration for analogy). A lot of fun but plenty of hard work and even a few sleepless nights! To Barry and crew it was a pleasure once again to work with you guys. Finally a Big Thank You to you the members! While it can be challenging at times I do truly enjoy working for and with you. I would like to wish everyone all the best for this upcoming holiday season and a prosperous New Year! Cheers, Jim

LETTERS



We are adding a Letters section to Spindrifft. Members of the club are invited to send Letters to Spindrifft that they wish to have published in a future issue. You may write the letter on any subject you choose whether it be expressing concern about some aspect of the Club's operation or giving praise for some activity that you believe is being well managed. No changes will be made to letters before publication without the approval of the submitter.

The RNYC wishes to clarify that the views expressed in these letters are those of the writer and may not agree with RNYC official thoughts and policy



Get your Stern Anchor Ready!!

In preparation for the approach of hurricane Maria and in an effort to keep NOMAD from grounding twice each day in the channel, I moved my boat to Berth 35. Not long after I arrived I noticed that my neighbors had slipped their lines and found a different berth of refuge. Both gentlemen assured me it had nothing to do with me, but all to do with the fact that they had little confidence in the wharf to be able to hold their boats from the pending 50kts SE blow!!

Determined not to move my boat again, I retained the help of a couple of young guys to help me set a stern anchor. I felt that this would give me some additional peace of mind, given the condition of the wharf. It did and all worked out fine.

Thinking about this some more, I have to ask myself "why are our wharves to the point that most of the membership has little or no confidence in it's ability to hold our pride and joys in anything other than a gentle warm summers breeze. This is Newfoundland after all and after Regatta Day we can expect just about anything... I did a little research and very quickly found the answer in fees, or lack thereof in our case. My fees to RNYC for 2011 are \$3500.00 give or take. This includes a premium of \$400.00 being charged for a side tie in Berth 35 that is ready to collapse into Long Pond, but excludes all the scotch, red wine and onion rings at the bar and kitchen.

A review of Royal Nova Scotia Yacht Squadron website and a phone call to their dock master, who happens to be from NL by the way, told me if I had my boat at there club my annual fees would be \$5500.00, again give or take. Also, I would be charged an upfront amount of more than \$4000.00 to get membership and a wharf allocation.

LETTERS (Cont.)

I reached for my calculator and very roughly did the math and found that if each member with a berth at our club paid an additional \$2000.00 per year this would be approximately \$275,000.00 in new money every year!!! Also if we back assessed current members and charged all new members \$4000.00 one time initiation/wharf allocation fee, we would get an injection of over \$500,000.00 injection of cash today!! Oh, I can see the smile on the treasurer's face.

Seriously, not that I want to give the impression that we at the RNYC are doing everything wrong, in fact we are doing lots of things correctly. Nor do I want to give the impression that I am minimizing the financial strain that an increase would have on our membership, including myself. But the reality is that marinas and yacht clubs need lots of revenue. Many will argue that we will lose membership to other facilities, which in the short term maybe true. But unless we do something to raise some serious money and fix the wharves, all of our boats may end up out the channel or across the pond whether we want them to or not.

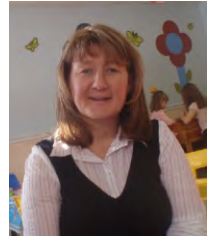
We do know that recreational boating is alive and well in our area, The local economy is as strong as it's ever been, demand for berthing space is on the rise with waiting list at just about every facility around. It's high time we faced the reality of the situation and accept the fact that we all have to pay more. It's not easy for the executive to implement a large increase in fees, but ladies and gentlemen it must be done, and it must be done now. Otherwise more and more of us will have to depend on our stern anchors to keep our boats secured in place.

David Mitchell

THE NEWS

The shipwrecked mariner had spent several years on a deserted island. Then one morning he was thrilled to see a ship offshore and a smaller vessel pulling out toward him. When the boat grounded on the beach, the officer in charge handed the marooned sailor a bundle of newspapers and told him, "With the captain's compliments. He said to read through these and let us know if you still want to be rescued."

Cruising with Children – A Mothers View



If only I had a nickel for every time I heard someone comment 'my heavens I guess you will have to sell the boat now that you have a baby on the way'...and that was just the beginning.

Initially I thought they were joking, but I did come to find that many were quite serious with their comments and I have to admit, for a fleeting moment I considered that they may be right. For those of you that know me, my complete lack of knowledge about being a parent lead me into the belief that there was nothing we couldn't still do with a little bundle in tow. That combined with an intense desire to then prove them wrong kicked in, and after all, it was our first child, and I wasn't about to let that first summer aboard be the last one that we spent on our boat.



Countless years of relentless efforts had gone into convincing 'the other half' to make the leap to buy our first sailboat, a CS30 named Dragonfly, so needless to say, 'she' wasn't going anywhere, anytime soon. Less than six months had passed when we found out the shocking news that we were

about to welcome a new addition to our longtime threesome, which included a Lhasa Apso named Shadow. Though she too was a little hesitant about the boat at first, once you got her aboard she was raring to go with the rest of us and enjoyed sleeping aboard.

We had spent one glorious summer aboard in 2005, and I was determined it wouldn't be our last! So for those of you who may someday find yourself in the same boat (no pun intended), please take heed.



Our little girls Emma (5) and Kira (3) have taken to sailing like fish to water. This past summer we decided it was time to begin exploring outside Conception Bay, and headed for Bonavista and Terra Nova National Park. Of course the logistics of getting the girls there required some planning, but it was well worth

the effort. (I haven't yet reached the point where I am willing to take them along on such a long voyage, especially our first out of the bay.)



Cruising with Children – A Mothers View (Cont.)

Once at Saltons Brook, in Terra Nova the interpretation centre provided countless hours of entertainment at the touch tank. The hiking trails were extensive and the views unbelievable.

Day trips to Sandy Cove, Menchins Cove, Park Harbour and Happy Adventure provided some of the most beautiful and peaceful sailing imaginable. Sandy Cove beach was right up there with the quality of the sandy beaches of Florida, but without the sharp shells under your feet, just incredible.

Menchins Cove and Park Harbour provided quiet, solitude and extensive wildlife to enjoy while Happy Adventure allowed dining and service the likes of which you can only find in some of the finer restaurants around.



Photo Credit: David Preston

To anyone entertaining the idea of a Bonavista cruise, I would highly recommend the trip to anyone with and without children. We also found the cruising guide a big help when trying to decide where to go.



The key to extended sailing trips with small children is to ensure plenty of healthy snacks, books, toys and activities...oh, and don't forget the DVD player for those nights when they don't drop from exhaustion and all the fresh air. Our girls never sleep better than when they are aboard. Some of the longest

nights sleep we have had since they were born have been on board. The gentle rocking motion provides the best cradle effect ever, and my girls have loved it since they were infants. Of course you may say that they didn't have much choice, as they have been out there every summer since they were about six weeks old.

As we are well into the fall and have already had our first snowfall of the season, Emma is already saddened that the boat is high and dry and we can't go sailing until next summer. It is amazing how much she enjoys the water and the sailboat. Her keen interest in how it works and how can we make the boat go faster are an incredible joy to witness.

Cruising with Children – A Mothers View (Cont.)

The countless hours we have spent whale and dolphin watching never gets old, as neither does the expression on their little faces when they see them near the boat. They still don't quite realize that not every one has seen what they have at such a young age. Giving them the opportunity to experience the wildlife Conception Bay has to offer is something you just can't put a price tag on

.I found a quote from Mark Twain that sums it up nicely;

“Twenty years from now you will be more disappointed by the things that you didn't do than by the ones you did do. So throw off the bowlines. Sail away from the safe harbor. Catch the trade winds in your sails. Explore. Dream. Discover.”

So true....

A word of caution to the boating members in the channel next summer...Emma has already taken to the helm of the Dragonfly and quite likes it. So please watch for her next and be sure to wave as she passes by! (Don't worry, mommy and daddy are always close by!)

So for those of you with small children and grand children aboard, never underestimate the value of the experience and exposure to nature that you are providing. Hearing stories from other members, now grown, that have grown up in the sailing community, I am convinced that this is something they will never forget and will always appreciate.

Here's hoping for a very swift winter so we can all get back out there again!

Donna Marie Humphries,
Mommy, Rear Commodore and Treasurer RNYC



SAILING SCHOOL UPDATE

Robbie Decker - Executive Member Sailing School



Participation in the Junior Sailing School was down this Summer due to the poor weather in June and July but due to an increase in course fees that was instituted this year, revenues were on a par with last year.

The Adult Sail Training continued to grow in its second year. It has proven to be a very successful venture with full classes and some participants buying boats or taking a more active role in sailing.



The Tuesday Night Dinghy Racing was reintroduced and was a huge success. This initiative was spearheaded and run by Colin Taylor who did a great job.

The success of the Sailing School is due in large part to the great staff including Julia, Becky, Simon, Nick, Luke, Alixanna, Kate, Leah, Daniel, Eoin, Nicholas, Kenny, and Kyle. All displayed amazing leadership and knowledge instructing our program participants the amazing skill of sailing.

We are sorry to say that this was Julia's last year with the School as she starts her Nursing career. Julia has brought a lot to the school and will be missed.



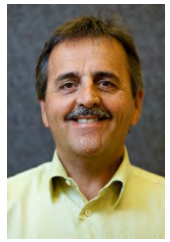
This was also my last year as the Executive Member responsible for the Sailing School and I would like to thank the Executive, Club Staff and Sailing School Staff for all their support and assistance. I wish Dennis Hanlon who will be taking over this role, every success and have lots of fun with it.

Robbie Decker



HAUL-OUT and LAUNCH NOTICE

George Tilley - Rear Commodore

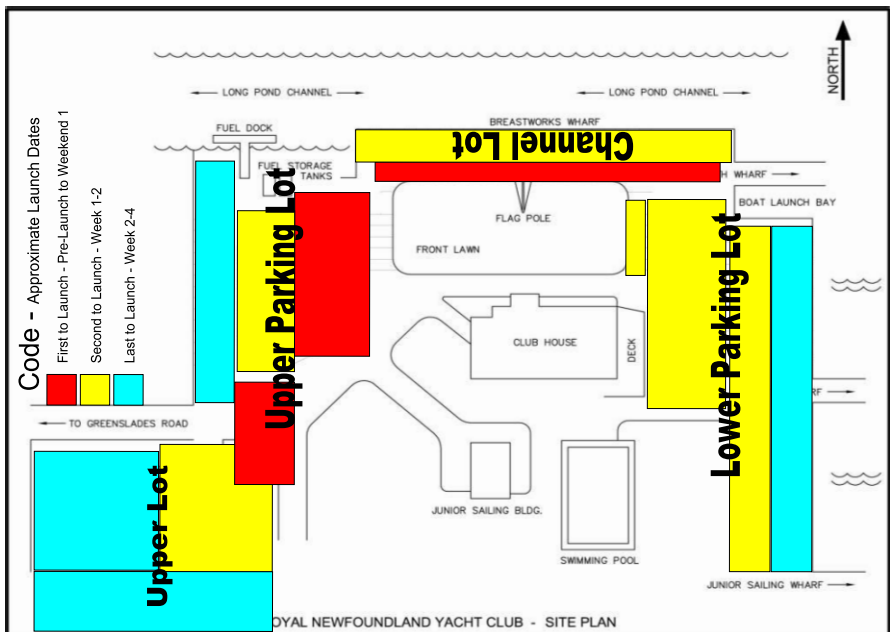


Members were reminded during Haul-Out that there is a requirement for those boats that were hauled out last this year should be ready for launch first next year.

There is nothing more frustrating to those members that have spent the time and effort to prepare their boats for timely launch than to be blocked by boats that are completely unprepared. During launch this year we enforced a lift fee of \$110 for boats that had been blocking others from launching and had to be moved in order to facilitate launching the boats that were ready and wanting to go in the water. Unfortunately this did not prove to be much of a deterrent and there were nearly **40** boats that had to be relocated during launch 2011 just to permit launch to progress. This slowed Launch to a crawl at times and cost the club man hours and money!

At the November SAGM the RNYC Executive proposed a fee of up to \$250 be charged to boats that are impeding the launch. Details of these charges are in Appendix 'C' of the Member's Handbook which can be found on the web site. The intent of this fee is to encourage members to launch on schedule and allow launch to proceed smoothly. Members will be communicated with leading up to the launch period and then two weeks prior to the expected launch time of their individual boats so that they have plenty of time to prepare. A "Map" is attached of the storage yard with the approximate expected launch dates for each area. Members are encouraged to use this to help them plan where and when they come out this fall.

With your cooperation we look forward to a smooth 2012 Launch.



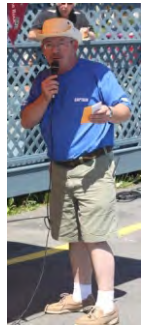


**2011
IN
REVIEW**



POWER BOATING AT THE RNYC

Leo Quiqley – Executive – Power Boating



Haul-out's over, boat's winterized – now what?

Well, I suppose you've all got your boats tucked away, antifreeze and fuel stabilized by now so what's next? It's a great time to get ready for next season is what! Make up your Christmas (. . .or after-Christmas) wish list of things to get for boating next year!



There are the usual boating supply outlets – Mercer's, Bluewater, Coastal and IMP (now that Mains'l is gone) but also check out the web: binnacle.com, westmarine.com and greatlakeskipper.com are a few places to get some great deals - off-season is the best time for bargains! If you know of other good sites for marine gear, please let me know!

Winter is also a great time to get some off-boat maintenance and repairs done – canvasses can be sewn, plastic canopies replaced and railings & tubing can be repaired in the comfort of your basement or garage (living room?!?). Electronics, instrument panels and cushions can all be repaired at your leisure over the winter.

If you have to go on board your boat during the winter, remember to keep safety uppermost in your mind. If you have to use a ladder, DO NOT go on board your boat alone - if you should have an accident, it could be hours before anyone will suspect anything wrong and be able to help you. Make sure to securely tie off ladders when going on board. If you use combustion heating devices be aware that they can cause carbon monoxide asphyxiation in confined spaces!



Of course there are many jobs that cannot be done before milder weather in the spring – hull repairs, shafting/ thru-hull replacement, painting and the like - but if you get the jump on the smaller tasks during the winter, it will provide more spare time for the underwater work in the spring.

Here's an idea - take some time to brush up on the boating safety course – you know...the stuff you studied to write the exam, then promptly forgot about afterward! Sort through all your safety gear and stow it properly for the off-season – great time to re-check the certification on your fire extinguishers and the expiry dates on your flares! **MAKE A LIST** of all the things that you need to get done before you start getting ready for next season. Pre-planning will make next spring a lot less frantic and a lot more enjoyable - it'll be here sooner than you think!



Oh, and keep watching for Powerboating news and events in the New Year. Your feedback is as welcome as the flowers in spring.

Have a pleasant and safe Christmas season and a Happy

New Year, everyone! Leo

Racing Report 2011

Kirk Rees – Executive Race Committee Chair



Winter is upon us and it is a relaxing time for the racers and race committee. So drop your halyards, fold your sails, and start dreaming of next year's racing.

This year we missed a few races in the spring because of the weather but made up for it by summers end with a total of 27 races; including a very successful Race Week sponsored by Iceberg Rum.

Big thanks to Simon Rees and Ken Corbett for finalizing and posting the race results for the past year. The results show that the racers were very close in corrected times. So if you're dreaming of that first place finish it may only take a good bottom sanding with 200 grit sandpaper to move up a few places.

Race Committee Assistant, Daniel Rees, has captured hundreds of great photos of the years racing action. If you are looking to get a copy of some of these amazing shots, you can e-mail your request to Daniel at daniel_rees_9@hotmail.com . When you sail by Daniel, he is ether busy taking your picture or recording your race time.

If you still have that competitive spirit for sailboat racing over the winter. I invite you to participate in the Volvo Ocean Race Game and join some of the RNYC sailors in this race. Its free to join and a lot of fun. Next leg starts December 11, 2011.

Check it out online at www.volvooceancegame.com .

VOLUNTEERS NEEDED: Next season do not hesitate to jump onboard the Race Committee boat Mireille Soucy and help with setting marks, raising flags, or blowing air horns. You will also experience how the race course looks from outside your boat and possibly gain a whole new perspective on sailing tactics (a good way to impress your skipper).

I have enjoyed my past year as Race Committee Executive and look forward to passing the helm on to Dave Humphries as your new Race Committee Executive.

See you on the start line.

Kirk Rees



NOMAD – The Race *and* the Cruise!!

My heart was pounding out of my chest with excitement when we got the call on Channel 68 « Race Committee calling NOMAD, please confirm”.... “NOMAD Confirmed”. The moment was here - all the talk, all the planning, all the anticipation. Here we were, on the start line, for the 34th running of the Marblehead to Halifax Race.

The MHOR is a biennial event running on alternate years to the Newport to Bermuda Race. It's a 363 kt mile Category 2 race with 94 boats registered to start the race. We were very proud to be one of three boats from the RNYC, along with Bella J and War Eagle.

Bringing a boat from the USA to NL is pretty common days. Over the past couple of years, several boats have come up from the BVIs, Florida and Massachusetts on their own bottoms. What was different about our trip was that it was actually 'two for the price of one', although we don't like to talk about the cost, especially around my wife. We had a race *and* a cruise. Each required its own planning, and what was good for one, was not necessarily good for the other.

For example, we needed 7-8 guys for the race, but certainly no more than 4 for the cruise. We needed two boat loads of sails, jammed into the main cabin and V berth for the race, but just a mainsail and furling jib for the cruise. We needed limited fuel and water for the race, but everything topped off to the max for the cruise.



Combine this with five local guys who have done neither before and you end up with a lot of “what ifs” and “I don't knows”!!

We recognized our limitations very early in the game and made the decision to get some people on board who have done this type of thing before. Luckily for us, the delivery skipper, Dave Sherman, with whom I

had been speaking in Boston, happened to be very familiar with ocean racing as well. He completed several races to Bermuda, the most recent being the 2011 Marion to Bermuda Single Handed Race. He committed to taking part in the race with us and would bring with him seasoned navigator, Peter Maloney.



NOMAD (Cont.)

To ensure the boat was both race compliant and safe, I entered into a contract with Tern Harbour Marina to carry out modifications and upgrades to NOMAD over the winter of 2011. Work on the boat ranged from removing and rebedding all critical deck hardware and tracks, replacing port lights, adding additional bilge pumps to stripping 25 years of bottom paint. The golden rule of



racing is 'good sails and a clean fast bottom'.

The rigging was inspected, and apart from replacing an old roller furling with a new Harken Unit and a new forestay, all seemed okay. Keep in mind though; all rigging of this age is suspect. I don't care what any marine surveyor with a

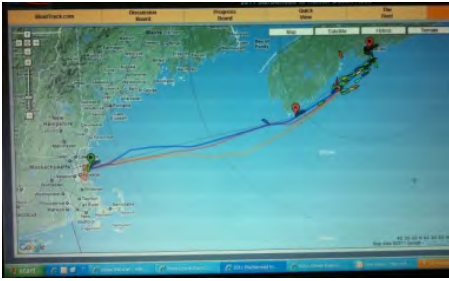
magnifying glass says! Next, I turned to the sails. As luck would have it I met a sail maker, Ralph Dimattia, at the club where NOMAD was berthed. He is a serious racer, racing his Nelson Merrick 40 throughout New England and Long Island Sound at events like Block Island Race Week. Wanting to get new race sails and having no clue what to get, it was great having him right there to do the measurements and provide me with decent quality laminate racing sails.



Captain Sherman was very helpful in pushing things along. He would make regular visits to the boatyard and update me on what was done and how much work remained. When we arrived in Boston on July 2, after a non-stop drive from St John's, we found NOMAD looking very excited to get going. It's amazing how boats have personalities. Her sleek lines and tall rig was saying, "Take me offshore please!! I need to strut my stuff, I have a new dress on and I want to dance!!"

And that she did; the motion of this boat was perfect. She would easily tell us when she was happy by settling into a groove and consistently holding 9kts. The crew loved her; everyone was so in tune with NOMAD.

NOMAD (Cont.)



We had no real surprises throughout the race. Our placement in the results had more to do with us being cautious and careful, especially at night, than the boat's ability, and problems with loose steering cables and losing the inboard spinnaker pole fitting overboard meant our

downwind sail would be slower than we had hoped.

The RNSYS was very well organized for this event and received us graciously around 10PM on Tuesday, July 12th after 53 hrs 30mins of racing. The next couple of days around Halifax were exhilarating! It was a sight to see all the different boats, the crews, the drying of racesails and everyone who was not from the Halifax area prepping with cruising gear for the trip home. They were all heading west; we, along with War Eagle, would head east. Bella J, who had not had her gut full of racing yet, decided to stay in Nova Scotia for Chester Race Week.



With race gear removed along with three crew members, water tanks full, fuel tanks topped off, we headed for home. We decided to detour into Bras d'Or Lake. While a bit off the rhumb line for St. Pierre, it did give us a chance to relax. The sail from North Sydney to St Pierre took us about 30 hours and was cold, damp and foggy, not unusual for the South Coast in July.



We were met in St. Pierre by a Frenchman from Montreal who was a crew member on another boat from the Magdalen Islands. He invited himself to join us for supper, where he drank copious amounts of cognac and tried to impress the waitress 30 years his junior, while we sampled fine French wine and ate steak entrecote, and were on our best behavior!

NOMAD (Cont)



The next day, refueling, and restocking with ice, wine (lots of wine) and petits pain au chocolat, we headed out; next stop - St. John's. I was a little nervous about crossing Placentia Bay, but after we got a report of no commercial traffic for next 12 hours we settled into a beam reach for Cape St.

Mary's.

The sail up the southern shore was breathtaking, with numerous sightings of whales and sea birds as we approached the bird islands off Witless Bay. But no sight was greater and more impressive than that of the Narrows. We all enjoyed the trip immensely, but were very glad to have family catch our lines as we moored up next to The Keg.



Still having two days to spare, before his scheduled flight back to Boston, we showed Captain Sherman around our beautiful city - the Rooms, the RNYC and we even screeched him in on George Street.



Like many who visit our fine province, he was very impressed and declared that it was, by far, the

best delivery he has ever done!!

My advice to others? Do not hesitate to embark these types of trips, but recognize your short comings. Hope for the best, plan for the worst, and prepare to be surprise!!

Oh, forgot to tell you- we are registered for the Halifax to St Pierre Race for July 2012 Whoo Hoo!

David Mitchell - *Nomad*

CLUB COMMUNICATIONS

Ken Corbett – Executive – Communications



Over this past year I have endeavoured to meet two main objectives I set myself at the start of the year:

1. Ensure members are as well informed as possible about upcoming events at the club as well as ongoing activities.
2. To make the general public more aware of the RNYC and what programs and facilities it provides.

To meet the first objective, I have worked to keep the RNYC web site as upto date as possible with club happenings. It is often updated 2 or 3 times a week during the Summer to ensure all events are being reported on in a timely manner. The fact that in a two year period, the site has received over 45,000 hits says that it is being read and used as an important Communications tool by the members. In addition we have now issued three editions of Spindrift in 2011. In Spindrift we have tried to provide members with an overview of club activities over the preceeding months as well as provide information on what our members are up to.

Some observations on both these communication tools. They are tools for the members to use and I would welcome more input from members for both. This could take the form of photos, tips on boat maintenance, write-up on what cruising you did this year and about that great little mooring you found. This issue of Spindrift starts a Letters section and you are invited to write to Spindrift with whatever is on your mind. If you can't wait for Spindrift to be published, don't forget that we have the Guest Book on the website that you can use to provide input to the Executive and management. The Buy & Sell section on the web and newsletter are now receiving increased traffic and are a great way of advertising boats or gear for sale.

With respect to the second objective, I have worked to gain more exposure for the club in the local media and invited the public to learn more about the RNYC. Our Open Day in June did not receive a high attendance but those who did come were impressed and some signed up for training classes. This is an endeavour I hope will be repeated in 2012. We sent race results, photos and other RNYC related information to media outlets and received a number of insertions in the Telegram, Shoreline and the CBS Activity Guide. The Racing committee obtained hits on CBC and NTV during Race Week as well as publishing photos and results in the two newspapers. This work will continue in 2012 with the hope of attracting additional potential trainees and members.

SOCIAL ACTIVITIES UPDATE

David Humphries - Executive Social Events

There was a pretty dismal start to the boating season this year; however the social calendar was business as usual despite the weather. The season kicked off with the traditional Easter fair on Good Friday and Easter Sunday. Rounding out the calendar for April and May was Mothers day dinner.



“Juneuary” (no that's not a spelling error) brought new members and Flag officers night. The on water portion of the sail past was wisely called off leaving guests huddled by the heaters in the club house. The weather gave us a small reprieve for our kids day, although turnout was not as high as we had hoped most likely due to the fog and rain in St. John's which never made it to CBS. The little ones enjoyed the day none the less.

“Fogust” was a little slow as well with the exception of some fast racing and partying during Iceberg Rum race week and a great performance by Tom Hickey and Turbulence.



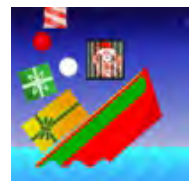
The stars aligned and the commodore was gifted with a rare beautiful day for the cocktail party. The turnout was impressive with a large flotilla on power and sail boats taking moorings in Brigus.

Many thanks to Ches Penney and Iris Petten for graciously inviting us all to their spectacular property.

October as usual saw the return of the long underwear and clothes usually reserved for the ski hill. However, the kitchen staff warmed us up with a great thanksgiving dinner. The last social event of the boating season was the past commodore's night. The Spirit of Newfoundland's Shelley Neville and Peter Halley topped off another fantastic meal with a wonderful mix of traditional music and interactive humour with the almost full house.

Now with the shaving of the Movember moustaches, the boats nestled snugly in their cradles we anxiously await the arrival of the big man in the red suit. Rumour has it Bennie Malone is bringing him to the children's Christmas party so don't forget to sign up.

Merry Christmas and Seasons Greetings to you and yours, may Santa bring lots of boat parts and gear to you all!



ARGONAUTA & ADIOS

Some pictures from the past summer. The weather left a lot to be desired but I've attached a couple that would make you think different. The 'Argonauta' was taken in late August in Conception Bay by Tess Burke (they own the Tartan 35 Ingomar) and the second, is Argonauta & Adios tied up in Minchin's Cove, BB and you can see Greyling in the background swinging on the hook. The picture was taken by Tom Armstrong (Adios).
Mark Wareham – "Argonauta"



SAFETY AROUND THE RNYC

Ted Laurentius – Executive Safety & Training



The boating season has now ended and the activity around the club will be minimal until the spring. It has been a good year safety wise with no major incidents reported. There was one slight mishap that I did hear about and that was a trip by a member when exiting through an opening in the shrink wrap and a fall from the transom to the gravel below. We can never be too careful, even when the boat is high and dry. Perhaps it is the “high” part that we should be most careful about this part of the boating year.

When using ladders to access your boat now and later, please tie them off at the top as soon as you ascend and leave it that way until the last trip down. Keep loads to a safe limit when descending too. remember, gravity kills.

This fall there was an event held at the club called Cold Water Boot Camp as part of the AGM of the Canadian Safe Boating Council and it was conducted over a two day period. The first day was for professional first responders with over 50 in attendance. The second day it was for volunteers with over 100 dedicated individuals present. The seminar was run by Dr. Gordon Giesbrecht of the University of Manitoba who is also known as Professor Popsicle and who is regarded worldwide as the expert in cold water survival. I was fortunate to be able to attend one of the sessions and will be conducting a follow up session sometime in 2012 to pass on the knowledge gained. If you would like a sneak preview of the material go to www.beyondcoldwaterbootcamp.com and have a look at the series of videos he has prepared. They will form the basis of my presentation next year. If you don't go to the website, just remember the simple rule of 1-10-1. You have about one minute to catch and your breath and settle your breathing when you hit the cold water. You then have about ten minutes of any reasonable dexterity to swim for safety, that is if you know nobody will come for you and shore is close enough. Then you have about one hour before the body starts shutting down. When recovering a person just remember to keep them horizontal as much as possible and to be gentle. Take an extra minute or two to get ready to take them to safety and not drag them over the rocks just to get them out of the water. It is urgent, but not emergent. And above all, always wear a life jacket.

Have a safe winter doing whatever activity you do whether it is downhill skiing, snowmobiling, or perhaps boating in warmer waters.

CHRISTMAS HUMOUR and MORE

Christmas Turkey

It was Christmas Eve in at the meat counter and a woman was anxiously picking over the last few remaining turkeys in the hope of finding a large one.

In desperation she called over a shop assistant and said, 'Excuse me. Do these turkeys get any bigger?'

'No, madam, 'he replied, 'they're all dead.'

Christmas Spirit

It was just before Christmas and the magistrate was in a happy mood. He asked the prisoner who was in the dock, 'What are you charged with?'

The prisoner replied, 'Doing my Christmas shopping too early.'

'That's no crime', said the magistrate. 'Just how early were you doing this shopping?'

'Before the shop opened', answered the prisoner.

The Pastor, the Vicar, and the Atheist

One day a Pastor, a Vicar and an Atheist go on a fishing trip together. They are in the boat and the Pastor says, " Oh! No! I left the paddles on shore!" So he proceeds to get out of the boat and walk on the water to the shore to get them. Once he had gotten back into the boat the Vicar says, " Oh! No! I left the bait on shore too!" And like the Pastor the Vicar exits the boat and walks on the water to get the bait. When the Vicar climbs back into the boat the atheist yells, " Well if you guys can do it so can I!!!" and proceeds to climb out of the boat, but he falls into the water. At this point the Pastor says, " Do you think we should have told him where the rocks are?"

Good King Wenceleslas

Good King Wenceleslas went out to the pizza parlour and ordered a pizza. The assistant asked Do you want your usual?

Deep pan, crisp and even?



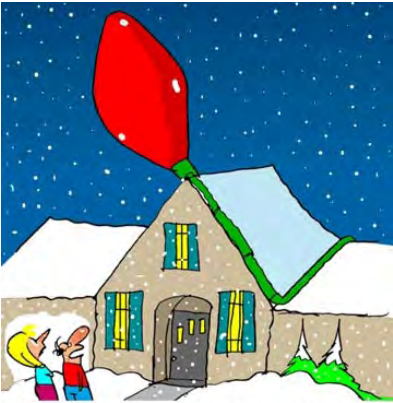
'Tis the Christmas Season



"You know that guy who keeps asking for a new boat? Well, he's back."



"Yes, I know, you want a new boat for Christmas. Now, please get off, I can no longer feel my legs."



"I've been so busy winterizing the boat, I didn't have time to put up a lot of little lights."



FOR SALE

For Details on all the items/boats for sale see:
www.nyc.nf.ca/Sale%20Boats.html

KIRBY 25 "PRESTO" FOR SALE

PRICE: \$8,500.00

Contact Dave Murrin (709) 579-0649

MIRAGE 32 "OASIS" FOR SALE

Price \$39,900 *NEW PRICE*****

Seller: Larry LeDrew – 682-6777 or ljledrew@nl.rogers.com

J35 "WILD THANG" FOR SALE

SPECIAL PRICE \$38,000

Contact Info: Ray Rhinelander Cell 709-682-1592

Email rrhinelander@nl.rogers.com

FOR SALE J/24 "HIWAY CAFE"

\$12,000

Contact: Paul Baker at 709-743-9043 or pdtbaker@gmail.com

FOR SALE. MELGES 24.

\$28,500 o.n.o.

Serious inquiries only. Call Tim: 682-9336

GRAMPIAN 26 ANNA B FOR SALE

\$12,900

Call: 834-1935 or 727-4973

FOR SALE. 2005 BYTE #2824

\$4,000 or near offer.

Call Tim: 682-9336

1978 O'DAY 27 "Soliton" FOR SALE

\$24,500

Contact: Martin Plumer Tel:709-738-2795 or 864-2679 .e-mail:
plumer@mun.ca

HOBIE 16 CATAMARAN SAILBOAT FOR SALE

Asking \$6,000.00

E-mail simonrees1@hotmail.com

C&C 41 "SANTIANO" FOR SALE

Contact Owen Brown (709) 754-1559 (Home)
(709) 576-7067 (Cell)

MISCELLANEOUS GEAR FOR SALE

1. Teak Ice Bucket \$100.00
2. Two Garelick Deck Chairs "Eeez-In" \$150.00 each
3. Ice Eater Model #750 3/4HP with Thermostat \$400.00
4. Rapid Folding Bike Model #35Pff \$125.00
- 5 Tanaka Outboard Motor 51/2HP \$500.00.
6. Boat loading ladder \$25.00
7. Boat Steering Wheel 21" diameter \$25.00
8. Whale diverter switch 2 way valve bilge/toilet \$15.00
9. Assorted shore power adapter cords \$10.00each
10. 48" Teak Flag Pole complete with S/S Top Mount Angled Socket \$50.00
11. Two tool boxes (Plastic) \$10.00 each
12. Assorted fittings, kits & parts
13. Galvanized DANFORTH Anchor 44 pounds \$125.00
14. Small DANFORTH Dinghy Anchor 4 pounds \$10.00
15. Folding Grapnel 5 pounds \$7.50

If you have a boat, boating gear or boating clothes that you want to sell or if you are wanting to buy something boating related then you have a couple of options offered by the RNYC.

- You can email kcorbett@nf.sympatico.ca with all the information including photos of what you want to buy or sell or you can drop it off at the RNYC office. It will then be listed on the RNYC website. Remember, the website is visited by non-members as well as members giving you a larger potential than an internal posting.

- You can place a sheet describing the item for sale or wanted in the FOR SALE/WANTED book on the bar for review by members. Please do not pin your sheets on the notice board, they will be removed.

Companies and businesses wishing to insert adverts in "Spindriff" are asked to contact the Office at 834-5151 or manager@rnyc.nf.ca Spindriff is currently published 3 times/year and rates for advertising are extremely reasonable. Give us a call for more info

*Season's
Greetings*

*From your
RNYC Executive,
Staff & Management*

