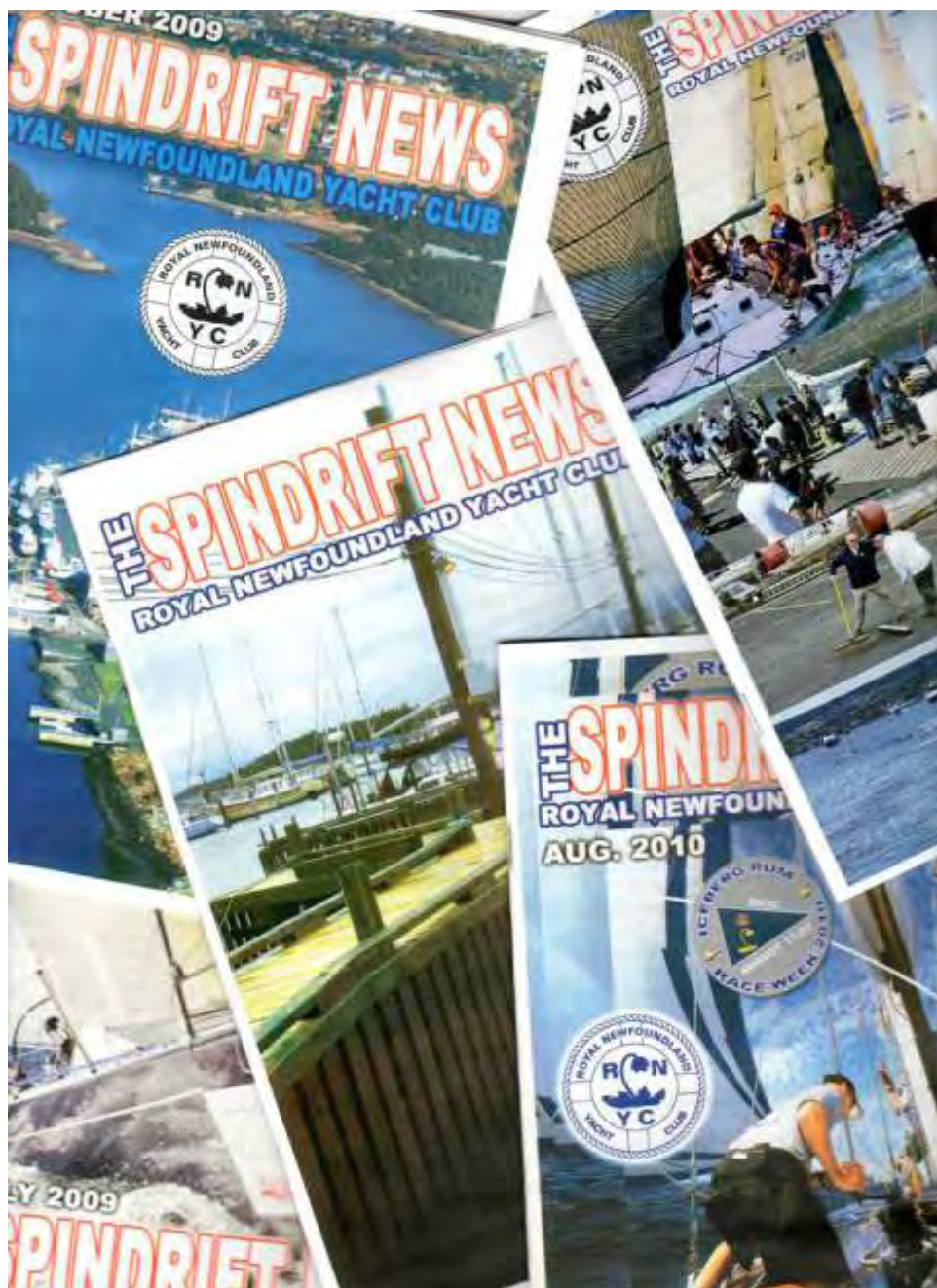




# THE SPINDRIFT NEWS

ROYAL NEWFOUNDLAND YACHT CLUB

May 2012





## NOTICE BOARD

### RESTAURANT & BAR HOURS

Due to a major overhaul of the propane system in the kitchen required to bring it up to current safety and code levels, there will be a delay in the opening of the Restaurant and Bar.

As soon as work is completed, an opening date with the hours of operation will be emailed to all members as well as having the information placed on the Web Site

### ADVERTISING

To assist in meeting the costs of publishing and distributing Spindrift and the Calendar and running the website, it is proposed that we start to sell advertising for these ventures. If you or your company would be interested in placing adverts in any or all of these items, please contact Ken Corbett or the RNYC Office

### RACING

First race of the Wednesday Night Spring Series will be held on Wed June 6 weather permitting. Look for information on the new Double-Hander Class. Get out and have some fun.

### COVER

As this is the last issue of Spindrift in this format, we are showing some past covers on this issue's cover

# COMMODORE'S LETTER

John Walsh - Commodore



Greetings, everyone!

It's a pleasure to offer you greetings in the first of what, I'm sure, will be a series of excellent editions of our RNYC newsletter SPINDRIFT 2012. Weather is clearing and I know most of us are itching to get at our boats and start the annual spring preparations. For boaters, it's an annual "rite of passage".

I want to thank Ken Corbett for his usual outstanding job in securing articles and information for our inaugural edition and for putting together our publication. I encourage all members to consider passing along your stories, knowledge of spring boating preparations, interesting travel logs, racing experiences, or other boating related experiences and travels and share them with the membership through SPINDRIFT. It's the articles we receive from members like you that seem to garner the greatest level of interest and feedback from our membership.

To our boating members, especially those who store their boats on club facilities (which is the vast majority), please take note of where you're located and be ready to launch as soon as we begin the launch process. Obviously, once launch begins the boats that are closest to the slipway will have to be launched immediately, so we can't underscore enough the importance of preparing your boat and being ready to move immediately when called upon. Our yardmasters can't do their work properly if they don't have the full cooperation of the membership. George Tilley will be providing more specific information on launch, but cooperation and support from the entire membership is what makes it a success for everyone. Let's make a commitment to make the 2012 launch the best ever!

As promised at our AGM, plans are underway to assess our wharf, electrical, lighting, and water requirements and to begin extensive repairs in the fall of 2012 and spring 2013. But before we even get to carrying out these repairs, we need to undertake some necessary repairs to the north wharf stringers, because they are completely rotted and there is virtually nothing left to attach the decking in this section of the wharf. This isn't a huge undertaking, and will be completed the second and third week of April, and hopefully will offer very little disruption to launch or to access to boats in the area of the north wharf. That's it from me. Bring on the sunshine and fair weather winds and let's prepare for an incredible season of boating and fun!

John Walsh

## COMMODORE'S NEW BOAT

Spindrift is pleased to be the first to bring you photos of this year's RNYC Commodore, John Walsh's new boat. (Remember Commodore McCallum's last year). We hope he will have many hours of great pleasure in it with his family and friends!!



For more photos and information see:

<http://www.dailymail.co.uk/news/article-2129176/Water-way-splash-The-incredible-pictures-inside-15-million-superyacht-built-Sussex-boat-designers--controlled-iPad.html>

## FACILITIES REPORT

### Peter Lawrie – ViceCommodore: Facilities



As I sit at home writing this article I notice outside we have about 20 cm of snow that fell last night. It's hard to believe that some of us will be down at the club working on our boats within a matter of weeks.

First of all let me take this opportunity to wish all members a Happy and prosperous New Year and a wonderful, safe and rewarding boating season in 2012.

My first and foremost duty this year as your Vice Commodore is to support our Commodore John Walsh in the many activities he and the rest of Executive have planned for 2012.

In addition to providing support to John as required I have a couple of 'portfolios' as well this year.

#### Facilities Maintenance:

Once again this year maintenance activities will be limited to high priority items, as I am sure you will be advised by the Commodore, action plans are being developed to manage our aging infrastructure, the most important of which are the wharves. Having said that we still need to keep our eye on other items and we will be tackling some of the more important issues throughout the season. Items such as;

- Kitchen fire suppression system ,kitchen propane system and other related building code requirements
- Replacement of some of the wharf electrical boxes which have all but rusted out.
- Repair and replacement of parts for our boat lift to ensure its integrity.
- Obtaining cost estimates to repair the paving at the top of the boat launch
- Obtaining costs to place additional concrete slabs at the launch area.

We will continue to repair and replace other critical items as we have in the past, utilising where possible our in house staff. Once again we ask for your continued support and understanding while we endeavor to manage our expenditures.

You will note on this year's calendar that on Saturday June 17<sup>th</sup> we are having an R.N.Y.C "clean-up day" Hopefully we will have a crew of members show up with the intention of 'sprucing up" the buildings and grounds. Hope to see you there. Watch for more information about our 'clean up 'day on our website.

[www.rnyc.ca](http://www.rnyc.ca)

# FROM THE MANAGER'S DESK

## James Eastman - General Manager



Hello Members,

Sitting at my desk here now looking out my window I see the sun shining and another beautiful spring day developing! Sort of uncharted waters for us, in recent years anyway, and definitely to be taken advantage of. So far we have close to a dozen boat launched even though launch is over a week away from officially starting. We encourage members to get up and get a start on their boats and hopefully we can have an early launch and good start to the boating season this year!

Once again we have a full schedule of events planned for this upcoming year and have a great group of people involved. If there are any members, new or old, that have any questions, concerns or suggestions I encourage you to call, email or drop in to have a chat. We remind each member that this is YOUR club and to get invoked whenever and wherever possible. The more we work together the more rewarding the RNYC experience will be for everyone.

Take Care and see you soon!

Jim

## Sailors Prayer

by [Charles D. Williams](#)

A short poem for sailors

Sailors pray,  
For fair winds and a following sea

The smell of salt in the air,  
The feel of their skin as it's touched by the spray

An albatross soaring above,  
Dolphins in the ship's wake at play

To witness a work of art that only God can create,  
The sunset at the end of day

At night a million stars in the sky,  
Safe anchorage in an islands lee

When the time comes to die as for all it must,  
To awake in Sailors Heaven where nothing ever rusts

# CLUB GROUNDS

## Alasdair Black - Rear Commodore



As the bravest of the bulbs in the garden start to emerge, and images (as if from a long forgotten dream) of summer sailing become more present in our minds, my thoughts are on the club grounds again. We have several underutilised flowerbeds around the clubhouse which could be enhanced and I am once again looking for any donations of plants (perennials in particular) and shrubs. Maybe you have some thinning out to do as you clean up your gardens for the summer; if you do have extra plants just bring them to the club and we will do the rest.

The RNYC staff do a great job looking after a wide variety of never ending duties. We (the members) can help augment their efforts and help to make the club something to be even more proud of, and more pleasing to the eye. Last season several members had a great time getting their hands dirty and making some improvements to the grounds. It was suggested at the time more members might like to get involved for a few hours this year. So, plans are being made for an RNYC Clean Up Day on Saturday June 16th and we will be asking members to sign up. The plan would be to have some fun and to get to know your fellow members a bit better. Volunteers will be formed into crews and given a small project to complete for two hours in the morning followed by a free light lunch. An afternoon session to complete any unfinished work would be followed by rehydration therapy at the cash bar. Prizes may be awarded for best team spirit and effort. As was the case last year just a few hours work can make a noticeable difference. Participants featured in any incriminating photographs taken during Clean Up Day can be issued with familial work exemption certificates!

Last season we tried something new, to reinstate the flagpole tradition, lowering the flags at sunset and hoisting at the start of the day. This was well received by several members and there was a good level of volunteer support for this. It is easy to do, and any member can participate in this fine old naval practise. The main thing is to be dignified and respectful not letting the flags touch the ground. If you are unsure or have questions ask a Flag Officer or member of the club executive.

Final note; please take care of your garbage and recycling, use the facilities provided. The club can be a windy spot and everything ends up in the sea, lets help protect the environment that we all enjoy. Please don't leave garbage around (even if it is not yours) it is everyones shared responsibility.

Have a great season  
Alasdair Black

# SOUNDING THE ALARM ON CARBON MONOXIDE

Published by Guy Hogan in the Spring 1995 RNYC

“*PLIMSOLL*”

News that tennis star Vitas Gerulaitis had died at age 40 was shocking enough, but to hear that his death was the result of accidental carbon monoxide poisoning compounded the tragedy.

Carbon monoxide (CO) is aptly called the "silent killer" because this lethal gas is also odorless and invisible. It is impossible to detect before it over-comes a victim who is by then too weak to escape or summon help.

CO poisoning is the leading cause of death by poison in the United States. In home accidents alone, about 500 people a year die from accidental poisonings, principally CO. Boat owners, who are often in close proximity to sources of CO such as engines, generators, and heaters, in enclosed or poorly ventilated cabins, are especially vulnerable.

Take the case of the BOAT/U.S. members who recently told us of their own brush with disaster aboard a 47-foot sailboat. Were it not for the family cat, three people would likely have died.



*Typical CO Monitor*

The husband and wife were in their cabin while their son, who was visiting, decided to do some laundry. Because the washing machine water level shut-off mal-functioned, the on-demand propane water heater kept burning continuously creating a lethal level of CO gas in the cabin. The son fell once, cutting his lip. He tried to get up and fell again. By now the parents were alarmed at hearing a second loud thump and got up.

"Still unaware of the toxic gas and without any physical warning, I, too, was overcome and collapsed to the floor", said the wife. "My husband saw me go down and thought I had fainted because of seeing our son (whose lip was bleeding). He stepped over me to assist our son and looking back he noticed the cat lying beside me. It clicked - I might faint but not the cat.

"He picked up the phone and pushed a pre-programmed button to call our neighbors and let them know we were in trouble. He tried to pull us out but he, too, was going down."

All three were rescued by the local fire department and regained consciousness. Fortunately, in this incident, the cabin was not closed and the hatches were wide open with a 10-knot wind blowing out-side.



## **SOUNDING THE ALARM ON CARBON MONOXIDE (Cont)**

Carbon monoxide detectors are relatively inexpensive considering their life-saving potential.

Detectors are also available for the home. In the case of Vitas Gerulaitis, he was reportedly poisoned as the result of an improperly installed pool heater.

Boat owners and home owners should also keep in mind that carbon monoxide is not heavier than air and does not necessarily "sink". It is slightly lighter than air and can float anywhere from the floor up to within a few inches of the ceiling.

It's also important to note while boating that the symptoms of CO poisoning are nearly the same as seasickness - headaches, dizziness, nausea, and in severe poisoning, convulsions. Carbon monoxide builds up in the victims bloodstream and the cumulative effect of low level exposure over a long period of time can be just as lethal as a highly concentrated dose that can kill within minutes.

Carbon monoxide is produced whenever an internal combustion engine is operating and also by open-flame devices such as stoves, space heaters, fireplaces, charcoal grills, portable generators and lamps. Running an engine while in a boathouse is especially dangerous.

Boat owners should check their engine exhaust hoses frequently for leaks and also understand the "station wagon" effect when cruising. This occurs when the forward movement of the vessel creates a back draft from the stern, which can pull CO into the cockpit or cabin. Opening a forward hatch is a good preventive measure. Boats docked or anchored close together are also vulnerable as CO can travel from a source on one boat into an open hatch or porthole on an adjacent boat.





## EASTER SEALS REGATTA 2012 Egbert Walters - Executive Member



The 2012 Easter Seals Regatta will be held on Saturday August 25, 2012. It is hoped that members of the RNYC will continue to support this important event in aid of the Easter Seals.

These are quotes from Easter Seals personnel at a recent event attended by the Commodore.



2012 Easter Seals Ambassador Liam Hickey is looking forward to attending the Regatta for the first time. "I love being on the water and can't wait to spend an afternoon on the bay with all of my Easter Seals friends and the sailors from the Royal Newfoundland Yacht Club! Hopefully everyone can come out and enjoy the boat rides and the regatta races!"

"Thanks to generous partners like the Royal Newfoundland Yacht Club, its members, and sponsors of the Easter Seals Regatta, Easter Seals is able to continue to make an important difference in the lives of kids with physical disabilities. At Easter Seals, we like to say that we're changing the lives of children with physical disabilities one smile at a time. And it's true!"

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## LETTERS



In the last issue, we added a Letters section to Spindrift. Members of the club are invited to send Letters to Spindrift 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*



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No letters were received prior to this issue being published

# The Tale of Two Thru-Hulls

An excerpt from article

*Jane Christen, AMS®*

This is the story of two boats that heavily flooded and nearly sank resultant to thru-hull fittings that failed from dezincification. Testing<sup>3</sup> of one boat's failed aft head thru-hull fitting was done, and it was discovered that this factory original fitting is an alloy of high zinc content Brass!

Being completely surprised to find a brass thru-hull fitting on a blue-water yacht from a highly respected builder, we undertook some research to see if this may be a larger problem. On the web, we discovered a Marine Accident Investigation Branch report<sup>4</sup> on the investigation of the flooding of the UK charter-fishing vessel *RANDOM HARVEST*. This vessel also heavily flooded and nearly sank resultant to a high zinc content Brass head inlet thru-hull fitting. The findings and recommendations in that report are a must read for every surveyor.

The difference between brass and bronze thru-hull fittings will be of primary interest to any surveyor or boat owner attending or owning a boat used in seawater. Galvanic corrosion is not as significant a problem for vessels in fresh water, and since there are far more recreational boats in fresh water than seawater, this may be one of the reasons so many brass fittings are available to decorate the underwater areas of a boat.

## Sailboat

Located in southern California



## *RANDOM HARVEST*

Located in England



These are magnified photos of the threaded portion of each thru-hull. The sailboat fitting shows dezincification from the wet side and dry side. The only portions that are not dezincified are the small dark triangles within each thread. The black arrow indicates a crack and incipient failure. The fracture is at the top of the sailboat photo. The dezincification on the *RANDOM HARVEST* sample has taken a different form, as it appears to be on the wet side only. The *RANDOM HARVEST* failure occurred within 16 months, whereas the sailboat fitting dezincification took place over 7 years

The full article can be found at <http://www.michel-christen.com/2T-H.pdf>

# LAUNCH NOTICE

## George Tilley - Rear Commodore



It's Finally Here!!!

The recent mild weather has certainly ignited everyone's interest to get boats in the water. We are determined to make it as efficient as possible and avoid many of the delays that we ran into last year. As we all know those boats last out of the water in the Fall will be our first priority for launching. No matter where you are however please ensure that you and your boat are ready! Steve and Corey will work to get everyone in the water as quickly as possible.

Please note the following:

Launch begins Saturday **May 5th**. A sign up launch schedule **will be** available at the Club; We are targeting 4 - 5 boats to be launched each day and have set Sunday **June 3rd** as the end of launch;

- Any boat that is not ready for launch will be moved at owner's expense and will be subjected to a minimum charge of \$100 (**Trailer \$100, Dolly \$150, Travel Lift \$250**);

Masts must be stepped or moved to the top lot by May 31. There will be a \$50 charge if we have to move it.

Unattended vehicles can present major problems during launch so please ensure that they are not in the way. Check with Steve or Corey if in doubt. Otherwise ensure your keys are accessible.

And .....please ensure you clean up after your boat has been launched!

Here's to an enjoyable boating season ahead



**PREPARING FOR LAUNCH APRIL 2012**

## HOW NOT TO LIFT A BOAT

The crane tipped over at Collins Bay Marina today. Lowering a CS 27 onto the cradle with boom way out. The first thought is that one of the outriggers on the crane failed. Miraculously and thankfully no one was hurt! I was working on the sailing school dinghies and heard a crash and looked down the yard to see the crane going over. Irony is that Obsession was sold and was due for the buyers' survey tomorrow. (Double irony is that it is the second time they have dropped his boat, last time was 20 yrs ago!) Note the keel broken off and a hole punched through the hull by the cradle pad. Two other boats severely damaged.

Phil Morris  
Bath, Ontario



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### Nautical Terms:

#### Ahoy

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

## STILL ON THE SUBJECT OF BOAT LAUNCHING

### OKAY, SHOULD WE INSPECT ALL BOW & D-SHACKLES TODAY ... JUST IN CASE ?

85' custom-built motor yacht complete with 4 state rooms, a state-of-the-art galley, GPS System & radar for navigation, twin-supercharged diesel engines, etc. **\$7,474,793.00**

Champagne, chocolate covered strawberries with cream, and music dockside for the excited 'soon to be owner' & a small group of his friends **\$ 1,500.00**

Two corporate representatives, crane, and rigging **\$2,500.00 a hour minimum...**

Complete with a faulty turnbuckle **\$ 25.00**

(Note the owner in the stern / back of the yacht) Watching your dreamboat nose dive into the harbour, accompanied by two corporate representatives from the company that built it, just prior to 'inking' the final paperwork and handing over a 7 million dollar cheque...



See next page for the end of story!!

## STILL ON THE SUBJECT OF BOAT LAUNCHING (Cont.)



**PRICELESS!**  
So, How was your day?



## Boat Launching Procedures

So here it is.

I just bought a new boat and decided to take 'er for the maiden voyage this past weekend.

This is my first boat and I wasn't quite sure of the exact Standard Operating Procedures for launching it off a ramp, but I figured it couldn't be too hard.

I consulted my local boat dealer for advice, but they just said "don't let the trailer get too deep when you are trying to launch the boat".

What am I doing wrong?

Well, I don't know what they meant by that as I could barely get the trailer in the water at all!

Anyhow, here's a picture below. See for yourself. What am I doing wrong?

**Your gonna love this guy!!!!!!**



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### Your Time is Not My Time

A boat painter was awarded the job of painting a small sail boat and when he was asked by the owner, how long it would take him to finish the job, he replied, "Two weeks".

Three weeks went by and the owner, a little concerned of the delay, confronted the painter. "Hey Paul", said the owner, "You told me that it would take you two weeks to paint my boat and its been three weeks....What's up with that?" The painter put his paintbrush down, looked the owner square in the eye and said, "That was two NAUTICAL weeks, like a nautical mile, they're a little longer".



# SAILING SCHOOL UPDATE

## Dennis Hanlon - Executive Member Sailing School

2012 is shaping up to be a challenging but very exciting year! I'm delighted to announce that Simon Rees will be assuming the role of Director of our Junior and Adult sailing schools this summer (see bio below). Simon will be taking over from Julia Parsons, who has held the position for the past three summers and did a wonderful job while she was here.

Simon's enthusiasm for sailing is infectious and he has already made a significant contributions to our club in a variety of areas. Over the next few weeks Simon will be making arrangements to hire coaching staff for our summer programs and ensuring our dinghies and coach boats are ready



for another safe summer on the water. Another initiative that Simon is currently working on is the development of a fund-raising package to allow us to upgrade our training fleet and race equipment.

We would like to invite each and every member to consider becoming involved at some level to support our sailing school programs. Volunteer support would be welcome in a variety of areas and at varying levels of commitment. A current priority is the fund-raising program. Volunteer contributions here, for example, could range from a simple email providing constructive feedback on the proposed marketing materials and fund-raising package to providing ongoing advice and direction on the implementation of the actual fund-raising campaign. We promise that any and all assistance will be gratefully accepted and acknowledged.

## Introducing Simon Rees



It has been a very wonderful two years working at the sailing school and I am very excited to be the new Sailing School Director this summer.

I grew up in CBS and started sailing when I was 10 on an old 420 on Three Island Pond. I started racing keelboats around the club and did most of my sail training and class racing through sea cadets in

## SAILING SCHOOL UPDATE (Cont.)

Nova Scotia and Ontario. In 2009 I competed in the Canada Summer Games in the Laser class, which I placed a solid last place, 10th. However, it was a great eye opener on how competitive the laser class is and that 2 months of training is not near enough! I worked as a sail coach for a year at HMCS Avalon and spent the past two years as a junior and adult coach at the club as well as doing Race Committee for Wednesday night races and weekend regattas.



Things have been looking very promising for the sailing school this year. We will have a full staff with some new faces as well as many of our regulars back again for more summer fun! I would like to thank the executive, especially Dennis Hanlon for working very hard in the early season to get things rolling smoothly into the sailing season. All we need now is good winds and smooth sailing!



# Mother's Day

**Sunday May 13, 2012**  
note corrected date!

## MENU

<b>Dinner Rolls</b>	<b>2 Sittings</b>
<b>Carved Roast Beef</b>	<b>12:00-3:00pm</b>
<b>Gravy</b>	<b>5:00-7:30pm</b>
<b>BBQ Ribs</b>	
<b>Honey Garlic Chicken</b>	
<b>Oven Roasted Potatoes</b>	
<b>Garden Green Peas</b>	
<b>Glazed Carrott Coins</b>	
<b>Salad Bar</b>	
<b>Assorted Desserts</b>	
<b>Tea or Coffee</b>	

**\$24.95**  
per person  
(plus tax & gratuity)



Please call 834-5151 or email  
[manager@rnyc.nf.ca](mailto:manager@rnyc.nf.ca) to make  
reservations!

# POWER BOATING AT THE RNYC

## Leo Quiqley – Executive – Power Boating



### In Praise of Checklists – Every Boat is Different!

Over the years, I have often discounted the importance of having lists of “Things to Do”. Recently, I have come to appreciate the value of checklists and none more so than when getting the boat ready for launch (as well as haul-out and preparing for cruises, especially long ones). I have taken to carrying around a little notebook in which I jot reminders, important information about equipment (nameplate data, ratings, sizes, or sketches), things to buy or tasks that have to be done.



I've searched and come up with many different versions of boating checklists and the one thing that's evident is there are too many things on most of them that don't apply to my boat! There are generic checklists that apply to inboard/outboard, gas, diesel, single and twin engine boats with one control station, two control stations, with or without autopilots, bowthrusters and many more features. Trying to use one of these generic templates can be confusing especially for the novice boater or one who is not used to doing his own maintenance.

Many boaters rely on the services of a qualified mechanic to prepare their boat for operation each season - always good practice! But every boat owner should be aware of the important items that the SKIPPER needs to keep a close eye on to ensure safe and trouble free boating without breakdowns or mishaps. A checklist that contains all the important inspections that the boat owner can routinely perform himself during the season can sometimes mean the difference between getting towed back in, or noticing a deteriorating situation and getting it addressed before a failure occurs.

Sometimes, the boat manufacturer will have provided just such a checklist for your boat; other times, you'll find even the manufacturer's information will cover numerous different boat models. If you find it confusing trying to use a generic template such as this, take some time to go through (preferably with a mechanic or other knowledgeable person) all the things that you should look for on a periodic basis on YOUR boat – and develop your own checklist! When drafting your checklist, make



## In Praise of Checklists (Cont.)

sure you include several blank lines under each category for adding other items that come up during your inspections, comments you might want to make about any unusual observations, or questions you may want to ask your mechanic.

Make multiple copies or laminate it and keep it handy! Know exactly what you should check and be prepared in advance for what “could” go wrong. Make up a Pre-Launch Checklist, a Cruising Checklist, a Safety Checklist (including safety briefings to go through with your guests before you untie from the wharf!) and a Haul-Out Checklist. You will probably find that your checklists will be evolutionary – they will constantly change over time as you add or replace equipment, components and systems on your boat. I have submitted some Checklists to the website where you will be able to find them – but as I said, every boat is different and needs its own checklist tailored to its unique configuration.



If you would like to make any comment on this article or to avail of any of the other checklists I've accumulated, let me know at [leo.quigley@nf.sympatico.ca](mailto:leo.quigley@nf.sympatico.ca). I'd be happy to share or help you develop a checklist that works for you and your unique boat!

Have a safe and trouble-free Launch!

Leo

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### MORE NAUTICAL TERMS

#### **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



# Racing Report 2011 – Dave Humphries

## Executive Race Committee Chair



We have an exciting racing season ahead of us. We will be doing our best to reduce confusion on the start lines by using VHF announcements on the start sequences. We will be holding an introduction to Racing night before the season starts, and are hoping to have a novice night on the water to encourage new boats and skippers into the racing world. There will be another division created as well which will be a lot of fun, the division will be scored by PHRF rules and will consist of boats crewed by only two people, This will hopefully get more people and boats out on the water.



We have the Spring Series starting on June 6<sup>th</sup>, so it's time to start getting ready now. We have the tune up regatta on June 9<sup>th</sup> to get the rig set up then we will have a 2 day season open regatta on July 6<sup>th</sup> and 7<sup>th</sup>, this will be followed by summer season on July 11<sup>th</sup> and the Bell Rock race on the 14<sup>th</sup>. The RNYC will be represented at the Route Halifax Saint Pierre by Nomad, War Eagle, and Bella J on July 8<sup>th</sup> and in the Alianze in port race in Saint Pierre on the 12<sup>th</sup>. Racing fans can watch the race tracker and results on the RHSP website. We also have the first Ocean One International Yacht race taking place after the RHSP starting from Saint Pierre on the 14<sup>th</sup> of July and finishing in St John's. All club racers will be able to attend the awards party for Ocean One after the Wednesday night race.



We have made some changes to the summer series to help increase exposure to the general public and encourage people to learn more about our sport. The Wednesday night race on the 18<sup>th</sup> of July will be held in St. John's harbour, possibly with a mark placed out by Cape Spear. This will easily viewed by the public and should be exciting as well. This will lead into the Port Authority Race on the 21<sup>st</sup> and the St. John's to Long Pond race on the 22<sup>nd</sup>. We may see some

visiting boats compete with us in these races. However series scores will be adjusted so only RNYC boats are scored in series scores.

## Racing Report 2011(Cont.)

August will see the Tom Woodford regatta and we are also hoping to bring in a new regatta based at the Brigus Blueberry festival. This would be a great lead in to Race Week; however we will have more information about these events in the next edition of Spindrift.

I look forward to the upcoming racing season and remind people to get involved in all the fun. Any skippers or potential skippers are able to contact me as I have a list of potential crew looking for a boat to race on. Also anyone interested in helping with the Race committee in any way please contact me.

Thanks

Dave Humphries,  
Race Committee Chair.



I sit here in Pearson Int. airport. I look on helplessly as my travel day unravels into a mess. It is moments like this when your mind quickly wanders off and reflects on all those great memories spent on the

water. It is only the good things that are pushed to the surface. The perfect spinnaker drop, the perfect start and yes that perfect day with friends. The hard cold spray is easily forgotten and replaced with smiles all around.

It is in this spirit I asked my self why not. Let's do the Halifax Saint Pierre 2010. Why not take a few weeks and condense a whole sailing season in to a few weeks. It turned out to be a great investment. The returns were many times over the time and expense. The hospitality and fun at the RNSYS and Saint Pierre needs to be experienced once or twice

Then I asked my self. Why not take this commitment and turn it into an opportunity for like minded sailors to continue on from Saint Pierre to St. John's. A 200 NM passage along some of the most inspirational coast line. Only to top it off entering St. John's impressive Narrows with all the city lights greeting you as if with a smile

The timing could not have been better. We start OOR 2012 race during the afternoon of July 14th, France's most important holiday. A few short days later the boats will start appearing and docking at Pier 6 complements of the St. John's Port Authority. Thursday the 17th there will be the always popular screech in. Wednesday the 18th will feature prize giving at Dusk on George. Great entertainment with complimentary wine and snacks are ordered. All are welcome. It was a great time before and it will be again.

Did I mention great timing. Well that weekend the 21st is the exciting and always challenging St. John's Port Authority Race. A great day of intense racing in wind shifts that can only be imagined. And to cap all this off, on Sunday 22nd it is the annual St John's to Long Pond race. They are now boarding and I must conclude with this thought.

### **Why not!**

Please keep an eye on [www.oceanonerace.com](http://www.oceanonerace.com) there are weekly up dates

OOR 2012 Chair

Ray Rhinleander

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## **OCEAN ONE VOLUNTEERS NEEDED**

As Ray states, the inaugural voyage of the Ocean One International Yacht Race is taking place July 14<sup>th</sup>, 2012. It's time for us to gather, have some fun and show our international friends our Newfoundland hospitality.

The Ocean One race is being organized by several members from the Royal Newfoundland Yacht Club. We are eager to provide a world class event that will continue for many years to come. We have 10 boats registered from the RNYC including War Eagle, Double Cross, Nomad and Bella J. There are several boats from the United States and France also registered with more anticipated.

Our efforts to show the visiting boats some great Newfoundland Hospitality will include recruiting members of the sailing community to become "Boat Ambassadors" for the visiting boaters. Typical tasks that may be involved would include welcoming the boat owners and crew to the city and presenting them with a welcome kit supplied by the race sponsors, answering questions; providing directions, arranging transportation to or from the club or suggesting a good restaurant, etc. We will be placing a signup sheet on the bulletin board at the club for interested volunteers. Bilingual volunteers would also be helpful. Please join us in enlarging our sailing community and promoting sail racing in Newfoundland to the world.

As Newfoundlanders, we have a reputation to be proud of, let's show the visiting sailors that we can go above and beyond in our warmth and hospitality.



# WHAT OUR RACING MEMBERS ARE DOING

Reprinted with thanks to The Canadian 49er Class Association

PALMA DE MALLORCA, SPAIN – As the 3rd event of the 2012 ISAF Sailing World cup wraps up in sunny Palma de Mallorca, Spain, an interesting battle is emerging between two unlikely parties.

As the 3rd event of the 2012 ISAF Sailing World cup wraps up in sunny Palma de Mallorca, Spain, an interesting battle is emerging between two unlikely parties.

Gordon Cook from Toronto has sailed the 49er longer than anyone in Canada and probably the world. Most would describe him as silent and pensive. But when you get to know Gordon he can be quite talkative and opinionated.

Gordon, although it would never show, is beginning to feel the pressure of Olympic qualification.



In December 2011 at the ISAF Perth Worlds, 15 nations qualified for the 2012 London Olympics, leaving the remaining five spots up for grabs at the 2012 49er Worlds in Croatia in May. Shockingly, Canada did not qualify in Perth, meaning that Canadian 49er sailors still need to battle it out for the last five Olympic spots.

The annual Trofeo Princesa Sofia in Palma, Spain is the last tune up event before the big show in Croatia where so many dreams will be made and shattered, especially for the Canadian 49er teams. It is certain that at least two teams, with thousands of hours and dollars spent campaigning, will be packing up and heading home with their dreams unfulfilled. Canada presently has three 49er teams with an approximately equal chance of qualifying for the Games.



Gordon Cook sails with Hunter Lowden of Vancouver. These two former opponents from opposite coasts teamed up in 2009 after Gordon's first Olympic appearance in Beijing. This team is definitely the favourite going into the qualifying series given that together they have years of 49er experience that can be measured in

decades and Gordon is a former Olympian. However, their results have



## WHAT OUR RACING MEMBERS ARE DOING (Cont.)

Jon Ladha and Dan Inkpen from Newfoundland are the new kids on the block. Sponsored by the iconic Newfoundland Screech Rum company, this team has the least experience and three years ago, no one would have expected these guys to be where they are today. Seen as loose cannons, this dynamic duo that are actually cousins have shown Canada and the World that they should be taken seriously even if their on-shore antics would indicate otherwise.



Current Canadian champions Billy Gooderham and Ian Hogan are from Toronto's Royal Canadian Yacht Club which has produced so many of our Canadian Olympians. This team has incredible boat speed, especially in strong breeze, but has been unable to make it count recently. Coming off a career best 31st at the 2009 49er Worlds in Italy, this team's inconsistency has marked many of

their recent World Cup events. Nevertheless, their incredibly strong boat speed and boat handling techniques make them a contender for the 2012 Games.

After a strong effort in January's Rolex Miami OCR with all three teams competing in the medal race, the last two months have been set aside for training. All three teams did a training block in Miami after the regatta before shifting cross-pond to Spain. Ladha and Inkpen have hired a new British coach, Mark Asquith, with extensive 49er experience at the highest of levels. They're hoping his knowledge will give them the edge they'll need to qualify. Since January 2009 they have been on an incredibly steep learning curve, and they believe that Mark can continue to push them and prevent them from plateauing just before the critical moment. Meanwhile, Gordon and Hunter worked with Olympic 49er Silver medallist and former world champion Rodion Luka to hone their skills in Spain.

Ladha and Inkpen are coming off personal-best finishes at the Perth Worlds and the RMOCR. They intend to carry that momentum through Palma, as the sailors call it, and into the 2012 49er Worlds in Zadar, Croatia in a month's time. "Our specialty is getting better faster than anyone," Ladha mentioned during a break in one of their Spanish training camps in March. "Going into Palma, we are breaking down specifics;



## WHAT OUR RACING MEMBERS ARE DOING (Cont.)

however, our ultimate goal is in Croatia. If we execute our plan, doing well and beating the other Canadian guys is a given," the outgoing skipper continued.



However, the Cook & Lowden aren't going to make it easy for the young Newfoundlanders. They figure that they are the team to beat going into the qualifiers a month from now, "we've had better finishes at most of the events, so we feel like we're in front," Cook said, adding that "there's still lots of room for us to improve, so it's anyone's race."

Although tensions are rising as the qualifier approaches, it's no time for panic just yet. "We still have to qualify the country, so we're not exactly out for blood on the race course," Cook rationalized. He recognizes that this won't be a cake walk, "we're sailing well as a country, but I'm sure other countries looking for spots will contest that at the worlds." Case in point: Bermuda. Once thought of as a long-shot, the Kirkland brothers from Bermuda have been improving and recently scored a 13th at Palma. Russia, Brazil, Poland, Japan, Sweden, Belgium, Greece, Argentina, Chile, Uruguay and Italy are all still looking for their Olympic berths. The latter awaiting the return of European champion skipper Pietro Sibello after he suffered a life-threatening blood clot in 2011. Gordon is the man that has sailed the 49er most in Canada and sees that as an asset. He's also been through this twice before, only having been successful once by qualifying for the Beijing Olympics at the 2007 ISAF Worlds in Cascais, Portugal. "It doesn't seem much different this time around, except the fleet is a little bigger and there are quite a few more good teams." Nevertheless, Gordon isn't letting the pressure getting the best of him, hoping his previous experience will help him have sail well in each race and to have a good event.

However, the Newfoundlanders know they need to sail a perfect regatta in Croatia just to qualify. And that will be the focus of all their preparation leading into the event. Mark Asquith, their coach, jokes that "the way Jon sails, he wants to win it too much. It hurts. He's just got to sail." Jon's risk taking style could be what wins it for him or what makes it all come crashing down and he recognizes that. "The way Gordo has always sailed, which does hurt him because he's too conservative, but so different from me since I always take big risks. I'll be content with small gains." Jon and Dan's strategy is simple, stay away from the corners



## WHAT OUR RACING MEMBERS ARE DOING (Cont.)

be safe, avoid letter scores, chip away and to take gains where they can. "I'm not afraid if Canada doesn't qualify. I don't give a damn. This is about Dan and myself. I truly believe that we will do it, where it counts the most. Forget statistics. We can do this." Even Jon's normally quiet cousin Dan chimed in, "we're doing it, we're going for it".

Moving forward, all three Canadian teams will be training separately in Southern Europe in preparation for the big event. Unfortunately, there is no more collaboration at this point for these team mates. Win or lose, these guys are living an amazing experience, sailing competitively at the highest of levels. "These have been the best four years of my life," Ladha lamented. He and his team-mates know only they can make their dreams come true.


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## SOCIAL ACTIVITIES

### Peter Lawrie - Vice Commodore Social Events

This portfolio requires me to oversee our social activities for the year. Jim and his staff do a wonderful job in this area. Social activities for the year so far are highlighted on our annual calendar and will be featured on the website. If you have other input to our social activity program I would be happy to hear from you, my contact information is on our website at [www.rnyc.ca](http://www.rnyc.ca), or on the back of this years' calendar, or you can always see me down at the club or aboard our boat "Skye".

### SCHEDULED SOCIAL EVENTS



Sunday May 13th	Mother's Day Dinner
Friday June 8th	New Members and Flag Officers Night
Saturday June 16th	Clean-Up Day
Sunday June 17th	Father's Day Brunch
Friday June 22nd	Sailpast - Dinner & Dance
Saturday June 23rd	RNYC Open House
Sunday July 15th	Kid's Fun Day
Saturday August 18th	Race Week Dinner & Dance
Saturday August 25th	Easter Seals Regatta
Sunday September 2nd	Commodore's Cocktail Party
Sunday October 7th	Thanksgiving Dinner
Saturday October 20	Past Commodore's Night
Friday December 7th	Club Christmas Party
Sunday December 9th	Children's Christmas Party

## CLUB COMMUNICATIONS

### Ken Corbett – Executive – Communications



My task on the Executive is to try and ensure that all RNYC members are fully informed about all events, activities and changes at the RNYC. To do this the club employs a variety of means, the website, email and regular postal mail, Facebook and this magazine, Spindrift.

Despite all the avenues we use to stay in touch and deliver information, there are members who still express concern over poor communications. With this in mind, I ask any member who feels there is a communications problem to contact me describing the problems they are having. In order to improve communications, I must know where the problems are so don't be shy, please let me know.

One of my priorities for this year, (unfortunately it was also one last year that did not get accomplished) is to set up a member's only section on the website. This will contain information that is not for the eyes of the general public, i.e. financial data, and will also have a feedback area where members can inform the Executive and Management of any problems they are having without washing our dirty linen in public. Communications must be two way and while I am trying to improve the information to members we also need to improve the feedback and ideas from members.

Another area being worked on is to establish a good relationship with the media and to keep them informed about the club's activities. Race results are sent to the Telegram and Shoreline. An invitation is being sent to all media to cover our Sailing and Power Boat events, especially the Easter Seals Regatta.



Remember, one of the keys to success with the RNYC is for everyone to communicate and if there are problems, concerns or acknowledgement of success, let your Executive know.

**COMMUNICATE!**



# KEY WEST RACE WEEK 2012

Written By Jim Snair Managing Broker at  
Sunnybrookyachts.com



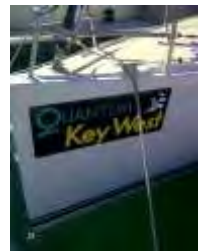
I consider myself one of the lucky sailors from Eastern Canada...it's a big trek and a rare opportunity to go sail in Key West in January. It's my second time to Key West Race Week in four years – last time onboard the well known, J/92 “Poohsticks” from Lunenburg YC. This year, with some help from J/Boats, we were able to charter Bob Johnstone's J/111 for Royal Newfoundland Yacht Club's Tom Hickey and his crew of “Warlock”.



“Warlock” is Tom's third J/Boat – he sailed a J/120 and J/35 before shifting into a J/111 last summer. For racing sailors, the J/111 offers speed and fun plus intimate tweaking tools to maximize performance. The crew from RNYC included the owner Tom Hickey (skipper), Lori Hickey (kite squirrel), Janet Organ (pit), Randy Pelletier (main), Al Andrews (jib), Peter Furlong (spin) and Dave Whelan (bow). I joined the boat as mast man and Rhode Island's North Sails Will Welles was tactician.

The plan to go to Key West evolved from a conversation in late September; with a quick estimate on costs and a conversation with the crew; the boat was chartered including Spinlock life vests (more on this later). We all booked flights ensuring we'd arrive two days or more ahead of racing to allow for weather issues as snow could have created havoc if we didn't have leeway on the way down. Once flights were booked we sourced a house and a marina berth for the boat. We choose the Galleon Marina (not an inexpensive option), a great location to meet other racers and it was two blocks from race headquarters, which were located between the 100 & 200 block of Duval St. Our house, was a few blocks up on Duval which meant we could walk to and from the boat. We did need a car for food and errands but were able to rent one of the tiniest cars on the island – a Fiat 500, which by the way is stuffed with \$800 and seventy odd bags of groceries but only consumed \$16.18 during 11 days of driving around Key West.

All the crew finished arriving on Friday and with the use of Blackberries & iPhones we located each other and made plans for our first practice day – Saturday. We installed the sails (the charter agreement included rigging & delivery to our marina berth), tuned the rig and went out sailing in 25knots. To say that we were a bit rusty after not sailing since late September was an understatement...but we pressed on with our trusty North Sails guy offering lots of suggestions on lead placement, personnel placement and more. We repeated the process on Sunday – also in a big breeze, .



## KEY WEST RACE WEEK 2012 (Cont)

and by days end Sunday we were pleased with our tacks, our gybes and takedowns – we were ready for Day 1

Monday, this year in Key West proved to be a very tiring, difficult and dangerous day. Winds pressed to 28knots and beyond – by the end of race one, I had serious bruises from loosing my footing during a tack and going halfway out under the lower lifelines upwind. Similarly on a downwind gybe (speeds were commonly 14-16knots downwind) our bowman lost his footing, slipped and fell as the boat wiped out and his Spinlock inflatable jacket inflated. We replaced his jacket with a spare for the balance of the race. Many boats on all three courses had similar issues. We were pleased that we got the boat around the course in Race 1 without incident. Race 2 was held twenty minutes after the finish of R1 - going upwind in 6' seas our spinnaker bag launched itself over the lifelines and the spinnaker shrimped; blowing the halyard off the kite in mid process, saved damage to the boat, the rig and the sail but a slow retrieval process dropped us to last in our class so we opted to go home early, minimizing further risk.



Tuesday the wind was in the 'teens – three races were planned for this day and in R3 we raced neck and neck with our sisterships only to go around the leeward mark and have a trailing spinnaker sheet jam the rudder...with a 90 second fix process, our race result here was predetermined. At the end of R3 we dropped our kite and automatically rolled our jib but we fouled

the halyard into our upper swivel – with short turn arounds we missed the start of R4 as we fixed the problem. We talked through our three problems and encouraged each other to look forward not back; we had a great start in R5 and sailed the boat competitively.

Wednesday we woke to no wind; did I mention temperatures all week ranged from 74F-82F? No rain, no fog – and normally a decent breeze; but not this day – by 1130 the Race Committee abandoned the day (they kept the boats dockside under with early advice to the skippers based on forecasts from Tuesday). Wednesday was a great beach day – and a good time to regroup...but this meant we'd have three races Thursday.

Thursday we raced with breezes also in the 'teens; in all three races our starts were good but it was clear that we were being out tweaked by the by some very competitive sailors. We were in a class sailing against three 1d35's, 2 other J/111's, aJ/122, aJ/120 and twoJ/109's....most of these guys had been here

## KEY WEST RACE WEEK 2012 (Cont.)

before. Races were shorter than usual with 4 leg 1.2nm courses making for short, fast races. Despite retuning our rig for the day, we felt a bit strapped and even with decent takedowns and sets we couldn't find the perfect gear to drag race at the other guys pace. After the race, we headed down to the Sunset Bar for a sunset post mortem – a helpful way to unwind our day.



Friday proved to be perfect again – winds in the 'teens, short, 1' chop meant for less challenging driving conditions. We had a great race going in R9; on the last leg we were inserted between our two sisterships and we were cruising downwind at 11 knots with a TWS of about 16 and did a gybe about five boat lengths from the finish line – a good gybe and we'd have a solid top five finish – a bad gybe and we'd be toast. The spinnaker sheet eased fast, the bow turned to port and in a nanosecond we were pinned on our beam ends;

the main came over too slow and loaded the rudder and we skidded sideways slowly as the last five boats in our fleet blasted past us. All we had left was R10...we'd missed two races, and were in last place going into the last race by a few points...we'd need our absolute best performance to get the boat outta of the basement spot.

In R10 our crew boss from North Sails said little and the crew went about the business. The skipper drove a flawless first leg and we rounded bow on the stern of Mental with Wicked 2.0 trailing us....so far so good. We covered when we could and at the leeward gate we were still inserted. Upwind we went again, the driver squeezing every inch of the boat up the course. We launched the kite well and sailed the boat downwind, gybing well and finishing just between our two sisterships...our best race yet....and we blasted home with kite up towards the Galleon Marina. Instant on the water uploads told us the much anticipated information



– our efforts paid off – we squeezed the boat into 9<sup>th</sup> place. And a crewmember asked our sailing coach from North Sails “How come you were so quiet in the last race Will?” His reply was candid, “You guys finally got it – there was nothing to say.” After a week of his critiques on every move it was a well received comment – we'd all been to a high end, intense sailing school and Will was our taskmaster.

## KEY WEST RACE WEEK 2012 (Cont.)

Within two hours of our last finish we cleaned the boat, packed the sails and had her post charter inspection complete. We slipped over to the marina bar for something called a Mudslide and then headed off to trophy presentations. Key West Race Week has all the names and all the faces you read about in sailing magazines. It's truly an honor to sail it and be a part of it.

Our mission complete we celebrated our small victories knowing the boat at home and the sailors on it were going to be faster on the course come spring than they had left last fall. The tweaks, the small details of speed forever engrained in the minds of Warlock's crew by Key West Race Week 2012.

Special thanks to Tom Hickey for undertaking the adventure – he was 5,000km from Key West when I first mentioned the idea and it had probably already snowed...

+++++

Tom has made a series of videos of his Key West Racing. They can be viewed at:

Part 1 <http://www.youtube.com/watch?v=MvZ5rzFAwLM>

Part 2 <http://www.youtube.com/watch?v=TjulCxGjSQY>

Part 3 <http://www.youtube.com/watch?v=nsS3abWNUZQ>

Part 4 [http://www.youtube.com/watch?v=YzDd\\_qWqHwk](http://www.youtube.com/watch?v=YzDd_qWqHwk)



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(Apologize if difficult to read, see version on RNYC web site)

**THE REGATTA CHRONICLE**

Volume 12      **WE'RE BACK IN THE SADDLES AGAIN!**      April 2012

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# **SAFETY AROUND THE RNYC**

## **Ted Laurentius – Executive Safety & Training**



It is mid April again as I write and after a late snowfall it is hard to get excited about getting the boats ready for launch. But we all know that we live in eternal hope that the next season will be better than last year and soon enough it will warm up enough to get on the bottom paint and before we know it we will be back on the water again. This leads me to my annual reminder about working safely around your boat while still on the hard. I cannot overemphasise the importance of using the correct equipment and safety gear when preparing the bottom. If you are going to use equipment such as a sander or grinder, please use gloves and eye protection. If there are dust or paint particles flying about, please use breathing apparatus. The antifouling paint has some really nasty bits in it and skin contact and worse, ingestion.

The next most important reminder is to make sure that the ladder you are using is in good repair and the right size for the job. It might sound like a broken record, but I am shocked every time I walk around the boats and see the condition and construction of what you trust with your life when you climb aboard your boat. And don't forget to tie it on to the rail or something else solid when your head reaches the deck. We have already had a few accidents involving getting onto and off boats and we do not want any more. One last note about launch is to please stay away from the Travel Lift when it is operation and this means not crawling around under your boat while it is in the slings and unsupported. Yes, I know, how are you going to paint that last little bit of the keel. But I have to at least warn you about it. Besides, will it really make that much difference? One little rub in the mud and it is gone anyway.

This spring I hope to do a presentation on cold water survival based on the Cold Water Boot Camp that was held at the club last fall so stay tuned for details in the coming weeks. If there is some interest in a PCOC course (operator card), or other courses/seminars such as a Man Overboard or Navigation, I would be happy to do these again. Just let me or Jim know. Before the season gets too far ahead.

I should mention something about the proper etiquette while operating in the channel. Far too often I see boats, particularly power boats, running up and down the channel at a speed that produces an excessive wake.

## SAFETY AROUND THE RNYC (Cont)

This is dangerous to other boats moored along the outer wharf or at the breastworks in front of the club. A sudden motion is dangerous if a cup of tea is being poured or other activity. These wakes are not confined to the channel, but also near the entrance to the outer pond. I have been pitched around violently at time by the wake of a passing power boat right at the can buoys on a calm day. I am sure it was not intentional, but it can be very annoying and dangerous to somebody in a smaller boat. Sometimes speed is a factor and I realize that going too slow creates more of a wake than going faster. Please just common sense. Have a safe boating season and see you on the water.

Ted Laurentius  
Safety Officer

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*"Safety won't be a problem. However, getting the life preserver into the boat just might be."*

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**Father's Day  
Brunch**  
Sunday June 17, 2012  
11am-3pm



**BRUNCH MENU**

- STUFFED ATLANTIC SALMON
- BAKED BEANS & HAM
- FISH & BREWIS
- HOMEMADE FISH CAKES
- SAUSAGE, BOLOGNA, BACON,
- SCRAMBLED EGGS & HASH BROWNS
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*"For our anniversary you got yourself a boat, and me a vacuum cleaner. And you have the nerve to ask why I'm upset?"*



*"Honestly, I didn't come into work because I'm here at home in bed sick. That sound? That's the TV. It's a show about boating."*



## More Nautical Terms

### 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



# FOR SALE

For Details on all the items/boats for sale see:  
[www.rnyc.nf.ca/Sale%20Boats.html](http://www.rnyc.nf.ca/Sale%20Boats.html)

## **SAN JUAN 30 "Dynamique" FOR SALE**

**PRICE: \$22,500**

Contact: Mike Shawyer. 709-727-3251 or 834-6073

## **KIRBY 25 "PRESTO" FOR SALE**

**PRICE: \$8,500.00**

Contact Dave Murrin (709) 579-0649

## **J35 "WILD THANG" FOR SALE**

**SPECIAL PRICE \$38,000**

Contact Info: Ray Rhinelander Cell 709-682-1592

Email [rrhinelander@nl.rogers.com](mailto:rrhinelander@nl.rogers.com)

## **FOR SALE J/24 "HIWAY CAFE"**

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Contact: Paul Baker at 709-743-9043 or [pdtbaker@gmail.com](mailto:pdtbaker@gmail.com)

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**\$28,500 o.n.o.**

Serious inquiries only. Call Tim: 682-9336

## **GRAMPIAN 26 ANNA B FOR SALE**

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Call: 834-1935 or 727-4973

## **1978 O'DAY 27 "Soliton" FOR SALE**

**\$24,500**

Contact: Martin Plumer Tel:709-738-2795 or 864-2679 .e-mail:

[plumer@mun.ca](mailto:plumer@mun.ca)

## **HOBIE 16 CATAMARAN SAILBOAT FOR SALE**

**Asking \$6,000.00**

E-mail [simonrees1@hotmail.com](mailto:simonrees1@hotmail.com)

## **C&C 41 "SANTIANO" FOR SALE**

Contact Owen Brown (709) 754-1559 (Home)

(709) 576-7067 (Cell)

# MISCELLANEOUS GEAR FOR SALE

## WIND TURBINE FOR SALE

PRICE: **\$600.**

Contact: Gerry Germain – 685-4473. [ggermain@nf.sympatico.ca](mailto:ggermain@nf.sympatico.ca)

## GEAR FOR SALE

Hydrovane self steering 4 years old.	<b>\$4,250</b>
Force 10 propane Cabin Heater. 4 years old.	<b>\$ 350</b>
17” S.S. Highfield lever. Never used.	<b>\$ 200</b>
Tri Radial Spinnaker suitable for a 36 ft boat	<b>\$ 150</b>
15 ft Parachute sea anchor. 100 ft 1” plaited rode.	<b>\$ 400</b>

Contact Jon Garvin at [jgarvin@nfld.com](mailto:jgarvin@nfld.com) or 895-2927

## FOR SALE or LEASE

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](mailto: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 “Spindrifft” are asked to contact the Office at 834-5151 or [manager@rnyc.nf.ca](mailto:manager@rnyc.nf.ca) Spindrifft is currently published 3 times/year and rates for advertising are extremely reasonable. Give us a call for more info

## WindPath offers exclusive America's Cup Coverage

The 34th America's Cup will be held in San Francisco California, right next to WindPath of San Fran, and we are pretty excited about it!

We have created a special portal site chock full of America's Cup video, photos, team information, venue information and more. Please visit <http://www.windpath.com/ac34> and get ready for some amazing America's Cup action!

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### WEB SITES OF INTEREST

- America's Cup.....<http://www.americascup.com>  
Pat's Boating in Canada,,,,,,,,,,,,,,,,,,,,,<http://boating.ncf.ca/>  
Yacht Club Finder.....<http://www.yachtclub.com/>  
Canadian Yachting Association.....<http://www.sailing.ca/>  
Canadian Power and Sail squadron...<http://www.cps-ecp.ca/>  
Good Old Boat Sailing Magazine.....<http://www.goodoldboat.com/>  
Holland MarineProducts.....<http://www.hollandmarine.com/>  
The Mother of All Maritime Links..... <http://www.boat-links.com/boatlink.html>  
The Binnacle Marine Store.....<http://ca.binnacle.com>  
.Mark Rosenstein's Sailing Page.....<http://www.apparent-wind.com/sailing-page.html>  
Power Boat TV Online..... <http://www.powerboattv.com/>  
Power Boating for Dummies.....<http://www.dummies.com/how-to/content/power-boating-for-dummies-cheat-sheet.html>

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