

Official Newsletter of the Royal Newfoundland Yacht Club

# The Spindrift News



**Leslie Packs  
a Punch...  
RNYC Still  
Standing!**

See special addendum  
from the Commodore!

Volume 8 Issue 2

**KEEP LAND TO YOUR LEFT!**

By Jon & Sue Garvin

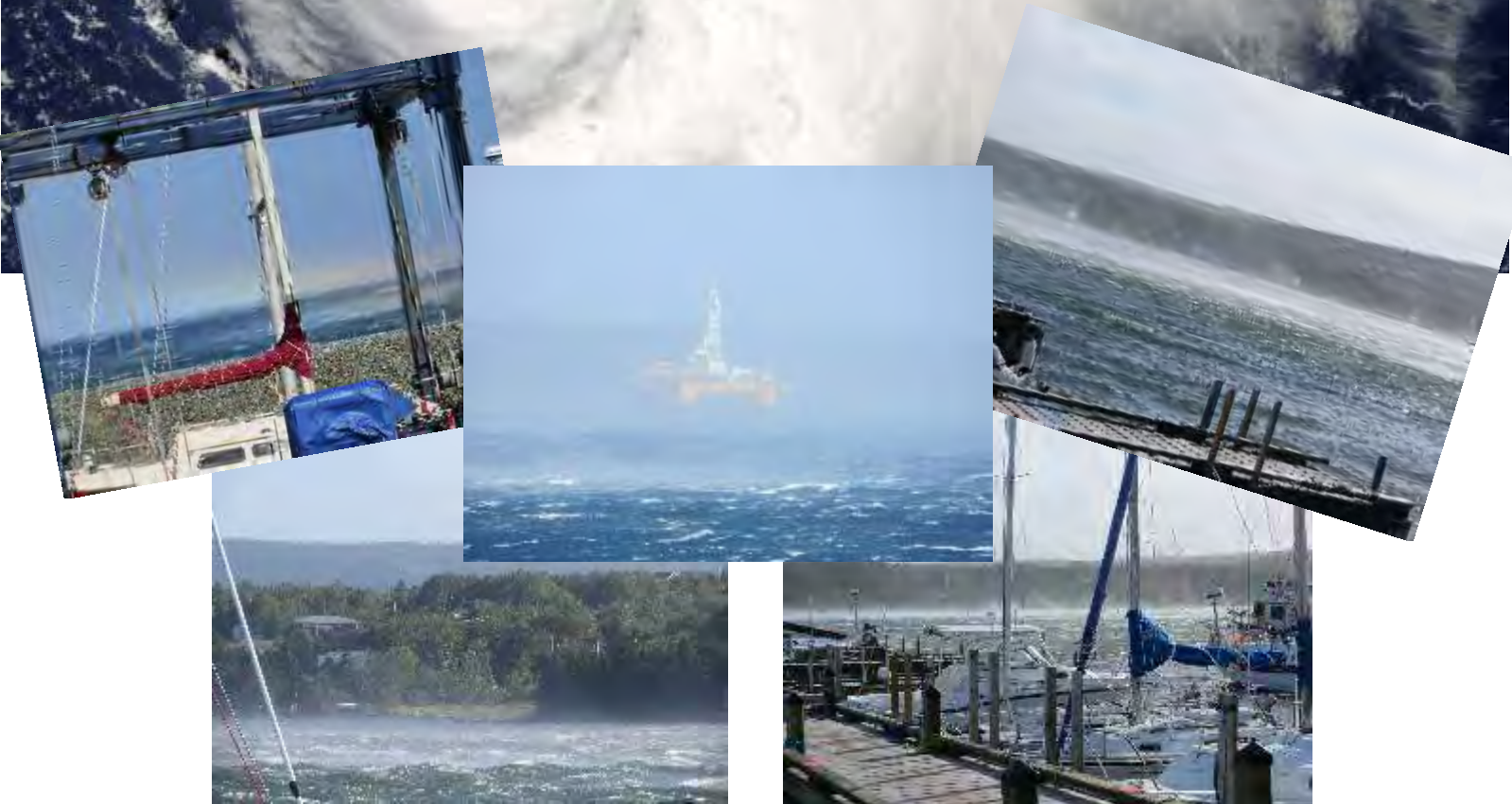
**RACING at the AVALON YACHT CLUB**

By Evan Johnson

**FOR THE RECORD**

By Ted Laurentius

## Special Addendum - Tropical Storm Leslie



### Tropical Storm Leslie

For those of us who were at the club during Tuesday's tropical storm, at times during the early morning it felt more like full-fledged hurricane winds than a tropical storm. It was a rough morning! Everything considered, we fared reasonably well with this storm, and this was due, in large part, to the fact that most members took extraordinary cautions in advance of the storm which really helped mitigate the effects of the winds and the storm. Thank you for that! I think we learned some very valuable lessons from IGOR, and many of us were determined to do all we could to avoid unnecessary damage as much as possible. You know what they say, "An ounce of prevention..."

I particularly want to thank the 25-30 members who took the time to be there on site and helped protect not only their own boats, but who were continuously adjusting lines and bumpers to other boats as well to help protect them from wind damage and debris. Your generosity and commitment was extraordinary. I was able to be there for approximately 4 ½ hours until the winds subsided, but during the peak of the storm there was potential for a great deal of wind damage. Everyone pitched in and did whatever they could to help. There was some damage to canvass and coverings and the like, but not nearly what it could have been had the precautions not been taken. Thank you, all, once again for your assistance and generosity.

Thanks so much!

John Walsh  
Commodore 2012

# The Spindrift

Summer 2012



## WELCOME

Hi,

You will of course have noticed the new format of Spindrift. We have changed to a larger page size which we hope will enhance the readability and allow additional material to be included.

I must emphasize once again that the content of this newsletter relies to a great deal on the input we receive from our members. In the Spring issue we received some great articles and photos from members and we have again in this issue. My thanks to all who have submitted material but we really need a great deal more.

It has been a great Summer and in this issue you will find an interesting account of the voyage around Newfoundland just completed by Jon and Sue Garvin. We take a look back into the past of the RNYC and publish a couple of items from the 1989 edition of the Plimsoll. There are some great photos and of course the usual reports from the Executive.

It is planned to issue our final Spindrift for 2012 just before Christmas so if you would like to submit a story or photos for that issue, please send to me by email [kcorbett@nf.sympatico.ca](mailto:kcorbett@nf.sympatico.ca) or drop it off with Jim at the office.

Fair Winds,

Ken Corbett  
Editor

## FROM THE COMMODORE'S DESK



Where has the summer gone? Already we're thinking about lifting boats and getting them ready for winter storage. It seems like just a few days ago we were brimming with excitement in anticipation of getting the boats in the water and hoping for a great season of boating weather. For boaters, this is a much sadder time of year, of course. But facing the end of the boating season is a little like facing the end of vacation – we need to remind ourselves to be grateful for the opportunities we enjoyed, and not sorry that they're over.

One thing is certain, we enjoyed one of the best summers in terms of weather that we've enjoyed for many, many years. I wish I could take credit for that as Commodore. But as with many other things, this is something that was out of my control and totally in the hands of those with far greater powers than me.



But this year, in particular, we do have much to be grateful for! Yes, we did enjoy an incredible summer of good weather and fair winds. But there was so much more!

What is becoming an annual cleanup event to get the grounds and yard in "tip top" shape for the boating season was absolutely remarkable this year – not just as a clean-up day, but as a means to bring the membership together in a common cause. The show of support and the amount of work that was done by our membership on that day was incredible. Thank you, once again, to the almost sixty (60) people who came out to assist in this year's cleanup effort.

## Commodore's Message (Cont)



The New Members and Flag Officers Night went extremely well and we had an excellent showing of members and new members, and of course, I thanked outgoing Commodore

Barry McCallum (and his wife Karen) for his leadership and service, and I presented Flag Officers with their flags for 2012, as is the RNYC tradition. I should add we enjoyed a tremendous meal of steak and lobster and some dance music which added so much to the night.



Sailpast went well, and thankfully we were able to get on the water for this year's event. Special thanks to Vice Commodore Peter Lawrie for his outstanding organization of this event, and to all the dignitaries and invited guests who joined a large contingent of RNYC members to make Sailpast a success. It was an honor to return the salutes of the distinguished members of the RNYC – especially those who had previously served in the role as Commodore. It was an honor to follow in your footsteps and carry on your good work on behalf of the membership.



We enjoyed a full season of racing activities with good participation and skills displayed throughout the entire season. Race Week 2012 was an unqualified success.

Thank you to all who made this year's Race Week such an overwhelming success! The passion and level of competition is definitely on the upswing, and these racers really displayed outstanding skills and great sportsmanship throughout the entire week. Thank you to all who assisted in any way – especially the Rees Brothers (Simon and Daniel) for their coordination and support.

Power boaters enjoyed an outstanding Poker Run, and the level of support, the prizes, the music, and the beverages provided by EXIT Realty on the Rock

was second to none. Thank you, Anne Squires, and a special thank you to your staff. These people do things with class and attention to detail. Special thanks to Leo Quigley for an incredible job of organization. When Leo is involved in organizing an event, nothing is left to chance! Enough said!



Our Easter Seals Regatta raised in excess of \$18,000 for the children and families who so much need and deserve our support. But most importantly, our sailing and power boating members came through to provide these families with an outstanding afternoon of enjoyment and entertainment on the water (despite the windy conditions), and we enjoyed an informal



BBQ and gathering back at the club for the children and their families. Our members, corporate sponsors, and participants took part in our own BBQ at the end of the day, and prizes were awarded to the various winners in a number of categories as part of this event.



Special thanks to Eg Walters for his continued involvement in Easter Seals, and to Easter Seals Ambassador Liam Hickey and Honorary Chair Mayor Woody French of the Town of CBS for their

involvement and participation. And a special word of thanks goes to Linda and Gordon Hiscock, and to the staff of Century 21 for their sponsorship and support.



This year the Hiscocks had purchased tickets to attend a Bruce Springsteen Concert in Toronto, and it happened to coincide with the weekend of Easter Seals. No problem for them.

## Commodore's Message (Cont)

They simply donated the airfare, hotel room, and concert tickets to the cause, and as a result, we raised an additional \$6,000. Again, our entire RNYC staff and people like Leo Quigley did incredible work, and Dave Humphries and many others came through to assist in our planning and make the day enjoyable for everyone.

Vice Commodore Peter Lawrie has been there to help me every step of the way this year, and I'm grateful for his support and assistance in everything we've undertaken.



Our junior sailing program and our adult "Learn to Sail" programs are going extremely well. Participation levels and the success of these programs are a direct result of the

hard work and planning of our executive member (Dennis Hanlon) and his entire junior sailing team.

Many other special events, races (such as Halifax to St. Pierre, Harbour Authority), social functions, and activities (like the RNYC Family Day) went flawlessly because of the tireless dedication and planning of our volunteers and staff. I can't thank you enough.



You are what makes the RNYC a special place. Activities and events don't just happen. We need people like yourselves to come out and get involved in

the planning and execution of these events – otherwise, they simply don't go ahead.

As I'm writing this letter I'm looking forward to hosting the Commodore's Cocktail Party at the Hynes wharf in Middle Arm. As you read this newsletter the event will have taken place. It sort of heralds the end of another boating season in some ways, but there is so much work still to be done – especially around our wharf improvements and

reconstruction. Plans are moving along nicely, and you'll be hearing a lot more about that in the next couple of weeks.

A final word of thanks to the executive members of RNYC who help ensure that every facet of our organization - and its programs and activities run smoothly on your behalf. Things would not work without their planning, involvement, and support in so many different areas of our operations. Thank you all so much!

It is an honor to serve as your Commodore, and as I've already said, there is still a lot of work to be done throughout the early and late fall. Thank you for all your support, understanding, and patience as we work through issues and challenges relating to wharf infrastructure, in particular. Meantime, we have enjoyed one of the best and most successful boating seasons in recent memory.

John Walsh - Commodore

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## Social Activities

Once again this year the club manager and his staff have provided many social activities for us members to enjoy. I am pleased to report that the majority of the functions were well attended and received by members, their families and their guests. As the year draws to a close I will take this opportunity to thank



Jim and the kitchen staff for their super organisational skills and their ability to ensure everyone has a good time at these functions.

Don't forget we still have a couple events to go in 2012. Namely; Past Commodores Night on October 20th. the Club Christmas Party on December 7th. and the Children's Christmas Party on December 9th.

Hope to see you at future functions and if you have any comments, suggestions or ideas about next year's social activities please contact me or James Eastman.

Peter Lawrie - Social Events

## FROM THE CLUB MANAGER'S DESK

Hello All!

Well what a summer it was and for that matter still is. With the great weather we had a great season of boating and social events. Starting with New Members Flag Officers Night and continuing with Sailpast, Power Boat Poker Run, Race Week, Easter Seals Regatta and finally the Commodore's Cocktail Party there was an abundance of Good food and Great Times. Many thanks to all those involved and who helped make all of these events possible. Special thanks to Muriel and all the kitchen staff and Steve and Cory for going well above and beyond whenever called on. There are many others whose contributions should be detailed here but are covered off in other reports. Thank You!

We do still have a few events left on our calendar that are worth circling. Our Thanksgiving Dinner takes place on Sunday October 7, The Past Commodore's Night is Saturday October 20 and our Club and Children's Xmas parties are December 7th and 9th respectively. Also there are a couple dates available for Company Christmas parties if you wished to book with us this season. Contact us early to book.

It is now time to start think about hauling out boats and in fact we have a few out already. Members are reminded that there is a requirement for those boats hauled out last this year to be ready for launch first next year. If you are planning work on your boat that could delay your launch or plan to launch late next year, make sure your boat is hauled early this year and can be placed where it will avoid blocking other boats that are ready on time and prepared for timely launch in 2013.

While haul out is around the corner we still have some incredible days and evenings that you should look at taking advantage of to get in a couple more trips on the bay. Get up and enjoy the great weather while you can.

James Eastman - General Manager

## AROUND THE RNYC



# Provisioning Choices to Reduce Onboard Trash

By Carolyn Shearlock, copyright 2011

[www.theboatgalley.com](http://www.theboatgalley.com)

There's never enough room for trash! Onboard trash management begins with reducing the amount of trash you have in the first place, and your provisioning choices can play a big part in controlling the trash. If you're a beer drinker, for example, empty cans can be crushed while bottles can't – and that's a considerable savings in space.

The longer we cruised, the more I considered packaging in my provisioning choices. I considered not just how much trash a particular item would generate, but whether I could get rid of some of that trash before we even left port – or better yet, before I even took it aboard.

Here are 10 ways that I reduced the trash we had to deal with aboard Que Tal.

1. For things that have to be stored in a container – say tuna or mayonnaise – you can often buy them in pouches instead of cans or jars. The pouches can be totally flattened when empty and take up almost no space. Buying wine in boxes – either Tetra Paks or pouches inside cardboard boxes — produces far less trash volume than bottles.

2. If something comes in a cardboard box, see if there is an inner liner so that you can get rid of the cardboard before taking the item to the boat (be sure to save any directions). That inner liner will crumple up into just a small ball, whereas a box will take quite a bit more space to store when emptied – even if you break it down and flatten it. Two other advantages of getting rid of the cardboard and only taking the liner aboard are that it will take less space to stow and the cardboard won't provide a home for bugs.

3. With canned food, see if you'll be able to remove the bottom of the can with a can opener – if so, you'll be able to totally flatten the can. Many cans now have integrated bottoms that can't be removed and they're harder to completely flatten.

4. When possible, choose cans over plastic jars or bottles and plastic over glass – they can be flattened more completely. (Not to

mention less likely to break!)

5. Tetra paks – those boxes that juice and many other things come in, including “canned” vegetables and sauces – can be totally flattened when empty. Another advantage of them is that they are square and pack tightly together when stowing, unlike round cans.

6. Does one of several options come in a container that you can re-use for another purpose? For example, I chose which brand of juice I bought for several months to collect enough of the “perfect size” bottles to use as small storage bins (with the tops cut off) in a particular locker. On another occasion, I chose my laundry soap by which bottle would work to make a dinghy bailer.

7. In many places outside the US, eggs are sold individually and NOT in cartons. When you're in a big city, buy your eggs in a Styrofoam carton and you'll be able to reuse it many times (cardboard ones can harbor bugs and so should not be saved and reused).

8. Be wary of “resealable” containers that aren't. Many packages say they are resealable, leading you to think that you won't have to put the contents in a Ziploc once opened. They are usually a little larger than non-“resealable” containers, but you figure that it'll be a smaller volume of trash in the long run. The problem is that the seal on many “resealable” pouches just isn't up to multiple openings – or moving around with the motion of a boat. They've almost always failed on me and I've ended up having to use a Ziploc in addition to the larger original package. And that means a larger total volume of trash than if I'd planned to use in Ziploc in the first place!

9. Look to see how much of the packaging can be left ashore – what looks to be more packaging may end up being less that actually has to go on the boat.

10. Is it an item that can be quickly re-packaged aboard the boat so that the “big” packaging can be discarded ashore before leaving? A jar of peanuts, for example, can quickly be dumped into a Ziploc. Meat can be taken off its Styrofoam tray and put in a bag or vacuum sealed.

I use fewer resources (#9) and we shouldn't create additional trash in the long run just because we don't like how something is packaged (#10). But the reality is that sometimes in cruising, we have to make choices based on what actually works.

# VOLUNTEER CLEAN-UP DAY

Alasdair Black - Grounds



I arrived at the club early with Ted Laurentius only to be met by several early bird keeners including Barry McCallum. "Why wait, let's get started now" said he, and with that we were off.

Like a gathering of the Scottish Clans in the movie Braveheart members started appearing armed with all manner of tools, even a lawn tractor. Ladies with very apparent gardening and painting experience came equipped with knee pads and garden tools. They proceeded like a swarm of honey bees to the clubhouse flowerbeds.



Not only did a larger number of people than expected arrive, but they kept on coming all morning, brand new members and long standing ones alike. Some like John Coleman came despite only having a free hour to contribute. Forgive me if your name does not appear here but at least 50 members were involved at one time or another with work proceeding at a furious pace everywhere you looked.

The heavy work of moving sailboat masts off the lawn was tackled first while we all still had some energy. Commodore John Walsh, past commodores Barry McCallum and Ken Ryan lead the charge with the masts, so we now have definitive answer to the question 'how many Commodores does it take to move a mast!' Sailpast has always been the deadline for getting masts off the lawn and the grass cut



Gordon Stokes riding on his lawn tractor and teams of lawn mowers and whipper snippers were hard at work making hay. The grass was so long it caused a few problems but soon it was looking less like a hay field as the rakers collected the crop - if only we had a club cow there would be plenty milk for everyone!

Executive member Leo Quigley supervised clean up work in the top lot, moving old blocking and boat stands (which should be taken home), cutting up and removing a scraped trailer and cleaning up the culvert - the first thing anyone arriving sees of our club. Vice Commodore Peter Lawrie was looking after the rear of the club with Rear Commodore Donna-Marie Humphries's entire family, and Gary Hillier. Gary honed in on the brick pavers which needed to be re set with able assistance from Executive member Dave Humphries.





## VOLUNTEER CLEAN-UP DAY (Cont.)

### Short List of work accomplished

- Move masts
- Mow front lawn
- Whippersnip around buildings
- Mow grass around buildings
- Flagpole halyards reorganize
- Weed and clean ditch at entrance
- Weed flower beds and spread mulch
- Paint entrance steps
- Erect fence and paint
- Take all stands, blocks etc to yard.
- Patrol wharves and remove items that should not be there ,dispose or store in yard
- Sweep parking lot
- Whippersnip around mast stands
- Spray grass in yard with bleach/vinegar
- all of this and more was done.

Thank you - great Job done on Clean Up Day!



# RACE WEEK



Photos by Rees Bros Productions

## FACILITIES

The weather has been just wonderful this summer and the long range forecast is for a nice fall so I hope you and your boating friends have a wonderful time on the water for the remainder of the season.

This year we have continued to show restraint in facilities maintenance expenditures , however some high priority work has been carried out.

The planning and costing for the kitchen repairs to the propane system and the fire suppression system has taken place and the work execution is scheduled for the first few weeks of January and scheduled to be completed prior to the club opening for the spring. We appreciate your cooperation as we tear out and replace some of these important systems which have become worn out and no longer meet the required codes.

During the summer we have been trying to obtain reasonable prices to replace the top section of the launch ramp. We think now we have a lead on someone who will do the work for us for a reasonable price. Again look for some activity in this area in the fall.

Our in house staff, Steve and Cory have been busy with many maintenance activities, and as a result we have saved a bit of money doing this work "in house" rather than utilising the services of a contractor. Items such as replacement of the cables on the boat lift,



replacement of the hydraulic pumps on the lift. Several repairs were carried out on the piping system for the swimming pool. Electrical boxes were changed out, primarily on the north wharf, where the old boxes were rusting out.

One of the large windows on the front of the club had to be replaced. Some of the dock lighting has been changed and more will be replaced as time permits.

We also managed to purchase a good number of spare equipment parts from Renew's , whose boat lift was being decommissioned.

All in all a great year so far with some other work to completed this fall. Thank you for your understanding and cooperation as we try to repair only high priority items while being very carefull where the dollars go.

Peter Lawrie - Facilities

## COMMUNICATIONS

This year the club has made a greater effort to keep the members advised of all activities related to the club. Thanks to Jim Eastman for firing out emails on every event taking place in the club and all activities that may be of interest to members.

I have attempted to keep the website as current as possible with all matters concerning the club. Changes were made to the site in early summer. These included the addition of a members only area and the importance of this will become more obvious later this year. More changes and enhancements are being planned and I welcome the input and suggestions of members as to how they feel the site can be further improved. Much of the information on the site depends upon the different committees and individuals keeping me informed.

Within the members area we are looking into the potential of adding a forum area where members can discuss various topics of interest, a monthly poll on areas the Executive would like feedback and a listing of all members and their boats to assist in everyone having a better knowledge of who belongs to their club.

The spring issue of Spindrift was probably the largest ever issued and we received some very complimentary feedback about it. As you will have observed, we have decided to change the format of the publication and we feel it will have a more attractive and readable appearance. I must stress that the content of Spindrift relies greatly on the input of members. The Spring edition had a number of member submitted entries as does this one but we need more to maintain the level of everyone's interest. Please do submit photos and stories of your trips as well as any general interest sailing information.

Last year we started to try and keep the local media better informed of events at the club. Again we met with mixed response. The exception was the week leading up to Race Week when we got a full page of photos in the Telegram, a live interview about Race Week on CBC Radio (thanks Daniel Rees for a great job) and Race Week coverage on CBC TV's Here & Now.

As stated at the start, we have made a real effort to ensure everyone is being properly informed. If you feel this is not the case, please let me know and we will attempt to take steps to rectify the problem.

Ken Corbett - Communications

# FALL SAFETY TIPS

By the time you read this the boating season will be just about over and what a great season it has been. We sure can't complain and pray that next year will be just as good. I would like to think that the good weather allowed all of us to get out onto the water more than ever and therefore it is good to know that it has been a relatively safe summer with no major incidents brought to my attention.

It has not stopped others, unfortunately, from still being lost due to accidents. One notable case was when a pair of boaters on a PWC ended up in the water with neither wearing a PFD. How crazy is this?

One note about late season storms that can pass through our area without much notice. Check and double up your docklines and have a look at some suggestions and articles on the web site. It could save your boat and prevent damage to someone else's too.

Haul out will be here soon and it is time for my annual reminder of how to keep this necessary procedure as safe as possible. The first thing is to remember not to stand under your boat while it is



supported in the slings without being blocked under the keel. This must be done before the pressure washer is used to clean off the bottom. There are prominent signs on the Travel Lift warning you not to be there while the machine is in operation. Only when the boat is blocked and Steve or Corey give you the all clear signal should you be near the boat.

Stay away from it while it is being placed in the cradle too. Once it is in the final resting position for

the winter you can scramble up and start the depressing job of settling things away for another 6 months. Here I must once again stress that you make sure the ladder is still in good shape before you proceed. We have already had a few serious accidents because the ladder was in bad shape or not secured properly. Do I sound like a broken record? You get the point.



When you are finished with your wharf and the boat is tucked away, don't forget to clear the dock of lines and power cords. They present a hazard

to those walking on the wharves. This includes carpet and lines on the outer piles as they will cause damage if they freeze into the ice sheet. In the past we have had to reset the piles at great expense due to them being jacked out by the tidal action.



While the fall and winter months approach, what better time to brush up on safety topics such as Cold Water Boot Camp. The links to this are now on the web site under the Safety Tab. I will remind you of this again in the spring.

This year I did not do any seminars as we did most last season and I wanted to give you a break. That means that perhaps next year might be time again so we shall see.

Have a safe winter doing whatever you do when you are not boating.

Ted Laurentius  
Safety Officer

## CHANGING A LIGHTBULB

How many boaters does it take to change a lightbulb? None, because the right size bulb isn't on board, the local marine-supply store doesn't carry that brand, and the mail-order house has them on back-order.

# KEEP THE LAND ON YOUR LEFT!

Jon & Sue Garvin

In 2009 we went to Battle Harbour and crossed the Strait of Belle Isle twice in a flat calm and didn't really notice the current. 2010 saw us on the South West coast in fog and rain. 2011, "the Summer that never was" we were headed for Red Bay but stayed in the rain in Notre Dame Bay. How do we follow all that? "Let's go to Red Bay and see what happens said the Navigator".

We left on 2 July at 6 a.m. and as there was little wind we motor sailed out past Baccalieu Island and across Trinity Bay to Catalina. Half way across we got a decent breeze for a good finish to the day. Twelve hours later we were on the way to Lumsden motoring all the way. A short day got us to Seldom and much needed showers and laundry. Next on to



LUMSDEN

Twillingate under motor again. Day five saw us into La Scie thinking there was nothing to do. Saturday was windy on the nose so we had a lay day and a maintenance problem saw us waiting for the hardware store to open on Monday then a great sail to Fleur de Lys. So far so good - then reality set in along with strong SW winds out of White Bay with gusts to at least 35 kts up as far as Hare Bay. Five days to enjoy the delights of Fleur de Lys is plenty even though there are showers. We then made it up to Englee where we exhausted ourselves watching a crew hauling Caplin traps. Englee is quite a happening place which now has



FLEUR de LYS



ENGLEE

an Ice Cream parlour/coffee shop. Showers and laundry at the Harbour Masters office, and everyone on the wharf is a delight to talk to.

The next morning we left in no wind for St.

Anthony. Across Hare Bay the swell got up to at least 4 metres, fortunately with no wave action added. St Anthony Harbour has little to recommend it apart from position. The Co-op store is handy and extremely well stocked. Diesel is about 20-30 mins walk (but usually someone will give you a ride). The wharf is awful: dirty, exposed with water, or sheltered with 8 ft (ish) alongside. The next day we set out for Quirpon but returned due to high seas and the fact that Gerry Germain in Abrigo passed us going into St. A. and we could smell the rack of lamb. That day was the first rain we saw which always enhances a dinner invitation.

Gerry was waiting for crew but we pushed on the next day and went through Quirpon Tickle – always an interesting experience – and out into the Strait of Belle Isle. Just as we remembered, no wind and flat seas so it was motoring all the way to Cook's Harbour. In contrast to most of the Island Cook's



COOK'S HARBOUR

Harbour is quite low and at 5 miles out was still not in sight causing much checking of charts and chart plotter. It was there but the chart plotter would have taken us over a breaking rock. Thankfully the visibility was perfect. Great showers and laundry. The Harbour Master asked where we were headed. "Red Bay" says We. "You should have no problem tomorrow" says He. We woke at 5 a.m. to the sound of heavy rain and lots of wind. The rain got heavier and the wind didn't lessen and that was it for four days really. The rain stopped but the wind blew strongly and wrongly so we discovered more of the delights of Cook's Harbour than we needed to know.

The next port of call was Flowers Cove (named by Cook) and here we made a serious error of judgment. The forecast for Strait of Belle Isle was light NW winds but SW in the North East Gulf. Not thinking about changing forecast areas we got caught in some really rough seas with wind against current. The last five miles took about 2 ½ hours with a speed over ground down to 0.9 kts for about 45 minutes. Docking was tricky due to 30 kt winds directly over the only available bit of wharf. I managed to take a stanchion out by hitting the table of a scallop boat. The perfect end to a perfect afternoon. Next day it was still windy so I asked a crew gearing up for turbot if there was anyone locally who could weld aluminium. "Port Saunders,

## KEEP THE LAND ON YOUR LEFT!(Cont)

about an hour" was the reply. "that's a long walk" I said. "That's driving" was the next reply "but you can take my truck". So two hours driving and \$20 had us repaired. 100 bucks in gas and beer though.

After severe warnings about 'any wind with east in it' we went on to Port aux Choix after 4 days. 9 days for about 80 miles. We only had one extra day in P aux C and then we left for Rocky Harbour with the option of stopping in Cow Head. As we had spent enough time sitting, we bypassed Cow Head and then decided against Rocky Harbour as I couldn't see any fishing boats inside, which is never a good sign. We looked at Woody Point and then went over to Norris Point where ALL of the H.A. wharf was



NORRIS POINT

taken up by a 235 ft private cruise liner. Fortunately there was a floating wharf where two local sailors took our lines after 15 hours and a few minutes. One of the guys was back by 9.30 a.m. to take me for fuel.

Before we left Sue had contacted the manager of the Marine Interpretation Centre to ask about showers and laundry and was told there are no public ones but as her parents are cruisers she understood, so she lent us her truck, house, cat, shower and laundry. It turned out that I had worked with her grandfather in Goose Bay and we used to socialize with her Aunt. Small world, Newfoundland and Labrador. After a day doing boat chores (I had managed to rip a batten pocket) we left for Little Port, south of the Bay of Islands. Interesting entrance. Head for the rock wall and turn left just before you hit it. Nice wharf with good water but not many boats. We tied up and went onto the wharf to find that the attachment to the land was being renewed and we couldn't get ashore. As the construction crew finished at 7.00 pm and restarted at 6.00 am we didn't stay long and moved on to Blue Beach which is on the tip of the Port au Port peninsula. We motored in, in a flat calm and clear sunny skies, to one of the most beautiful sights we have ever seen. Newfoundland's own Coral Reef. The small harbour holds about six local boats that were engaged in scallop dragging. After three days we were getting a bit bored as there are no permanent residences at Blue Beach and the nearest community is Black Duck Brook 11 km away over a dirt road and there are no services there either. However help is always

at hand in Newfoundland. The scallop fishery seems to involve going out at first light, or slightly before and coming back around six in the evening. True to form the skipper of the boat behind us was there at 4.30am and as we had had a halyard misbehaving I was also on deck but not at all awake. 'Use my truck'; 'Thanks, we will' I said and went back to bed. At six skipper was back, too much wind and instead of lending us his truck he took us home with him and while we showered his wife cooked breakfast and our laundry was finished and folded before normal getting up time. A trip to the store and we were delivered back to the boat. Amazing kindness.

The following morning we set out for Codroy with a forecast light NW wind which actually materialized and we made great time to Codroy motor sailing with the current with us. This was the longest leg with no bail out spot.

In Codroy we were again lent a truck to go for showers at the nearby RV Park. Great scenery. After a couple of days in company with Abrigo we left for Port aux Basques and passed the dreaded Wreck House in about 5 kt of breeze. Cape Ray was shrouded in fog as were the approaches to P.a.B but the nice lady in the traffic center made sure we were aware of all movements in the area and we tied up in bright sunshine. Next morning was, of course foggy but it had cleared by noon and we left for points east. Gerry had to wait for a crew change so this was our parting of the ways. We bypassed Grand Bruit as the onshore swell seemed a little too much like excitement and went on to La Poile. A beautiful little community with a really secure wharf. Overnight was long enough though and we left, just after



LA POILE

the ferry for Ramea the next morning. We have been here before but it was not familiar as we could see everything. Good showers, great store and a really alive community. Next day to Francois in sunshine. It is the third time we have been in there and the first time we have seen the lighthouse at the entrance. Each time we visit Francois there is someone who knows Sue 'just visiting'. No different this time. Over wine in the cockpit the lady observed that "it must be so relaxing". Yeah, right. Wine splutters everywhere. An early start next morning got us to Fortune in the early afternoon where we discovered that a drivers license is no

## KEEP THE LAND ON YOUR LEFT!(Cont)

longer enough to get into St Pierre and the passports were at home so we settled for St Lawrence which doesn't have quite the same feel.



FRANCOIS

Good showers, laundry and Wi-Fi access.

Monday, 13 August, we had the best sail of the trip. We left for St Bride's at about 8.30am with a

forecast 15-20 kt SW wind and we were heading essentially east. We sailed right down the track at around 6 kts under full jib and 1 or 2 reefs in the main. Approaching St Brides we realized we were going far too fast down the fronts of the waves and had some fun taking the main down. As we left St. Lawrence we contacted Placentia traffic to let them know we were crossing the bay and were told the only traffic was a departing tanker that was of no concern. We were just starting to cross the outbound separation zone when the Jasmine Knutsen called traffic to say they were inbound. The next call concerned us and Sue did a quick plot which indicated that we were no more than 5 minutes apart when they were at the next reporting point. A rather high pitched call to traffic gave our course and speed which was passed on. The next communication from the Knutsen said they had changed course and they were passing behind us. On radar it looked like an island moving. Every time we pass Jasmine outside the RNYC we say 'thank you'.

One night in St. Bride's was sufficient and a good forecast saw us out at 8.00 a.m. with a motor upwind in 10-15 kts to Cape St Mary and a following wind to Cape Pine. The first bit was right but the wind died so we motored into Trepassey and, because of the wind which came back too late, and the wrong way to be of much use, we tied up at the old fish plant wharf. The floating wharf by the main wharf is not there although we were told it will be replaced. I rather doubt it. We had the obligatory lay day in Trepassey waiting for wind from the NE to die down and then we left at 6 a.m. the next day in SE 10-15 for Port Kirwan. Passing Mistaken Point was rather more fun than we signed up for as the water is relatively shoal for about three miles offshore but Cape Race was a pussycat as we bore away 20 degrees or so and

could motorsail as the wind now went down to the 5-10 range.

Port Kirwan is good for sitting out winds with West in them b u t , although no significant wind comes in from the



PORT KIRWAN

East, there was considerable surge after two days of 25+ kt easterlies, so we eventually moved to Fermeuse which is a delightful place but we couldn't find the Harbour Master to get a shower.

On Monday 20 August the forecast was 10-15 SE with seas 1-2 metres. This should have been fine except the wind didn't come and there were swells from two directions which frequently coincided to give 3-4 metre peaks. Foggy too as we came north. Confusion Point and Bay as well as Cape Spear were shrouded. The fog horns are a great comfort but not as much as radar. We called St. John's Traffic and got a wonderfully helpful young woman who kept us and the other boats around informed as to who was there. The fog lifted about a mile out and we came in, in bright sunshine and the most spectacular entrance, to the worst harbour, for a small boat, in the province. The floating wharves are now in a poor state of repair, There is still raw sewage in the Harbour Park area, it doesn't feel safe to leave the boat unattended. The Harvey's wharf with the supply boats is noisy and bright. But worst of all there is no shelter from winds from the NE and E and it blew 25+ from the east overnight. The mornings forecast was a bit 'iffy' but we left at about 8.00am with a lightish NE which promised a good run from Cape St. Francis, once we got there. Black Head had the most wind, exceeding 20 kt briefly but we made good time and got to the Last Cape as the wind died out completely so we motored home on a nice sunny day and I didn't screw up the docking as no one was watching.

1250 miles in 26 days on the water out of 51 days away. What bothers me is that we still haven't been to Red Bay.

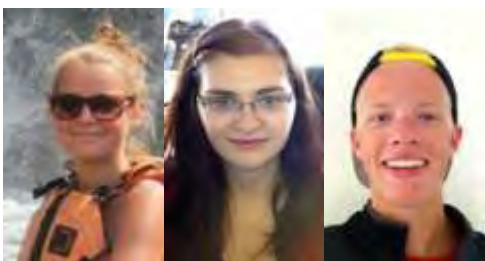
*Thanks to Jon and Sue Garvin for their interesting story of their voyage around the island.*

# Sailing School Update

Start with our wonderful Philip J Keeping sail school facility and the well-loved Mireille Soucy donated by Pierre de Ruelle, throw in a couple of months of the finest weather most of us can recall, add a slate of young sailing instructors who exemplify passion



Simon Rees Justin Bean Daniel Rees



Leah Cardinal Kate Hollett Kenny Harris



Eoin Lee Kyle Goulding Nick Gauvreau  
Our Sailing School Staff

and commitment along with a generous helping of young sailors and supportive parents who embrace the joy of sailing, and you have the formula for the summer we've just experienced!

The quality of leadership at the school this summer has been outstanding! Simon Rees has been doing an amazing job in the newly-created position of Director of the junior and adult sailing schools while Justin Bean (with several years of experience running the sailing program at Hubbard's Sailing Club, St. Margaret's Bay) has been truly wonderful as Head Coach. Their dedication and talent is second to none and they've demonstrated exceptional maturity in their ability to work together to develop and support our instructors and junior sailors. Also deserving a huge thank you are our team of instructors who did a great job sharing their enthusiasm and knowledge of the sport of sailing

while providing a safe, fun learning environment for our students.

In June all of our coaches attended a training clinic where they became qualified to teach the Canadian Yachting Association's new CANSail Dinghy Program that launched across Canada this year.

Excitement for next year's Canada Summer Games was evident at the NLSA spring and summer race training camps held in June and July, with strong representation from RNYC sailing school sailors including Daniel Rees, Eoin Lee, Katie & Kenny Harris, Jake & Noah Taylor, Jaxson Thistle, Andrew Gosse and Jesse Hanlon.



RNYC Junior Racing Team at Sail East

Junior sailors from RNYC also traveled to Summerside, Prince Edward Island in late July to represent the province at the Sail East CYA Atlantic Championship Regatta. The team, consisting of Daniel Rees and Eoin Lee (29er), Kenny Harris and Noah Taylor (Laser Radial) and Jake Taylor and Jesse Hanlon (Optimist) was coached by Simon Rees. The team made a strong showing with some impressive individual races despite a severe shortage of wind and were excellent ambassadors for both our club and the province. Congratulations to Daniel and Eoin, who became the proud new owners of a 29er as a result of the visit!

The junior sailing program held its Race Week regatta and festivities the week of August 13<sup>th</sup>. Competitions were held in several classes, including Opti, Byte, and Laser Radial classes. Congratulations to all the sailors who competed! Results were as follows:

Optimist	Byte	Laser Radial
1 <sup>st</sup> Jesse Hanlon	Alex Scott	Kenny Harris
2 <sup>nd</sup> Andrew Gosse	Elliott Brown	Katie Harris
3 <sup>rd</sup> Lauren Gosse		Noah Taylor



## Sailing School Update (Cont)

The Grand Bank Cup Regatta held labour day weekend marked the Sailing School's last big event of the season and is just wrapping up as this newsletter is being compiled. It's looking like one of the biggest and most exciting yet! This year's



### RACE WEEK

Grand Bank Cup was held in conjunction with the Newfoundland & Labrador Dinghy Championships, sponsored by the Newfoundland & Labrador Sailing Association. Nearly 40 sailors and 33 boats registered for the regatta, and races were held for Opti Green, Opti Gold, Byte, 29er, 420, Laser Radial and Laser Full Rig classes. Thursday and Friday were used for on-the-water training and the races took place on Saturday and Sunday. The racing results of the Grand Bank Cup will be available in

the next newsletter update.



One of the truly exciting aspects of this year's Grand Bank Cup was the world class coaching

that was available for our instructors and sailors. The Canadian Yachting Association sent us Danielle Dube, who just returned from London, England where she represented Canada at the 2012 Olympic Games. Danielle was on the water with our sailors for the entire four days and was a wonderful inspiration for everyone. Daniel Inkpen and Jonathan Ladha, just back from winning the

49er class at Cork, also dropped by on Thursday and Friday to provide instruction to our 29er teams. Thanks guys!



A huge thank you to our truly extraordinary organizing committee led by Justin Bean and including Simon and Daniel Danielle Dube Rees and Kim & Colin Taylor, all of whom worked incredibly hard to make this a memorable event for everyone! Another big thank you to Daniel for also arranging for CBC News to cover the event on their Here & Now program; the segment aired Sunday and Monday evenings and provided wonderful publicity. You can view the video on the CBC Here & Now website. Special thanks also to the families who volunteered to billet the junior sailors from St. Pierre Miquelon: the Taylor family, the Harris family, the Lee family and the Marino family, and our amazing kitchen staff who put on a magnificent buffet for the Sunday evening banquet

Thank you to all club members for your cooperation and support over the past summer, but there are a few names that must be mentioned for their extraordinary contributions. A huge thank you to Steve and Corey and Jim Eastman for their generous and never-ending support -- despite their long hours and heavy schedules they are always there when we need them most. Thanks go out as well to Coleman Mat & Marine Ltd on Topsail



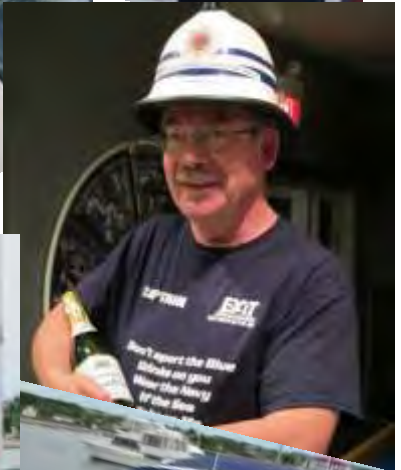
Rd., who came onboard as our first corporate sponsor when Simon Rees piloted the fundraising package we developed over the winter. This company has recently

become a West Marine dealer and we would like to encourage members to check out their offerings. Finally, our sincere thanks to Tom Hickey and Turbulence for the extraordinary fund-raising concert they held on behalf of the school and organized by Simon Rees. The event raised over one thousand dollars for the school!

Don't forget our end-of-year celebration banquet is coming up in late October – details to come soon! We hope to see you there!

Dennis Hanlon - Sailing School

# POWER BOAT POKER RUN



# POWER BOATING

Well I suppose you're tired of hearing by now what a fantastic summer that was, and equally tired of hearing that it's now drawing to a close and we must prepare for the storms of the fall season, so I won't bore you with repetitions of these commentaries but instead will touch on a couple of topics that you may find interesting and entertaining!

Now this article is directed at Power Boaters but may (I think perhaps to a lesser extent) be equally applicable to boaters of the "other persuasion". It also acknowledges the perspective that it is frequently the male family member who most often plays the role of "Captain" of the family's pleasure craft. A common thread through my past articles has been the suggestion to boaters to be always prepared for any eventuality and this one is no different. Most Power Boats we see tend to be operated by the (male) Captain with the Captain's mate performing other tasks such as helping with the docking and un-docking of the vessel and other on-board duties but seldom do you see "the Wife" actually operating the boat. In fact, some spouses of Captains actually may not have any idea how to operate the boat! In the very real scenario of the Captain being "unavailable" to bring the boat back to shore for any reason, it is highly advisable that another person on board be capable of so doing! Have your wife get her Pleasure Craft Operator's Card and teach her how to operate your boat! Many women do not know how to start or place a propulsion engine into gear let alone how to maneuver a boat. And while you're at it, guys, teach your wives the proper protocols for operating a marine VHF radio, okay? (Please be cautioned, however, that "technically" any operator of a marine VHF radio in Canada is required to have a Radio Operator's Certificate (ROC-M) but this regulation is not rigidly enforced.)

Now I know this suggestion will be greeted by some Captains as a direct hit to the masculinity but any reasoned consideration of scenarios (not to mention plenty of real-life experiences including a few tragic ones) compels putting away the "old school" attitudes. If you have teenaged children who accompany you on outings, share your operational expertise with them too! Take your boat out into the open, shut off the engine and

demonstrate how to start it up, put it in forward gear, neutral and reverse and then let them do it half a dozen times. Have them operate the throttles, just to get the "feel" of it and steer the boat around a few figure eights. Simulate some tight quarters maneuvering. After you've had them take the boat a few times in open water and ONLY when they're ready for it, guide them through a run down the channel and eventually a docking sequence. I've done this myself by instructing our daughter – "starboard engine forward – starboard engine neutral – port engine reverse – port engine neutral" and so on. (Yes, she DOES have her PCOC!) You will be pleasantly surprised how much the boat operating experience becomes a much more enjoyable cooperative effort than one of (dare I say it?) the Captain barking annoyed orders to an untrained crewman.

Well, that's my two cents worth! I hope you all have a very pleasant late season's cruising and haul-out! If anyone has any comments on this or any other topic of interest, I am always pleased to entertain enlightening conversation on any subject. You know where to reach me!

Leo Quigley - Power Boat Events



"Ok, maybe this isn't the boat ramp."

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# WHY WE LIVE IN NEWFOUNDLAND

These amazing photos were taken by Leslie Martin while Lady Nora and Steve Marshall's Ocean Cowboy were cruising in Trinity Bay this Summer.





Editor's Note: *In the Spring issue of Spindrift we published an article from the The Plimsoll which was the club's previous name for the in-house newsletter. This item was well received and we decided to do it again.*

*Ted Laurentius was kind enough to dig out some past issues and hand them on to me. I therefore felt it only fair that the next item we published from the The Plimsoll involved Ted.*

*This article was written by Ted and appeared in the September 1989 issue. Thanks Ted. (The photos are not of Ted's boat but are appropriate stock photos)*

## FOR THE RECORD by TED LAURENTIUS

I have been asked many times in the last few weeks what actually happened when my J-24 capsized during the Provincial Keelboat Championships. Well, here is the story as reconstructed by



discussions with the crew and from observations by other boats.

We were in the lead on the second weather leg of the first race with the wind in the 30 + knot range. This particular day we had 6 aboard since keeping the boat flat seems to make the J-24 go well in those conditions. I called for a tack from starboard to port but some of the crew did not hear me in the howling wind. As the bow came through the wind, the weight was not shifted in phase from one side to the other. I had not released the mainsheet before the tack as I have since developed the habit of doing.

The boat heeled to leeward and a gust hit making matters worse. I could not release the mainsheet to reduce the angle of heel but the pitman did manage to get the



pitman did manage to get the

jibsheet off. We slid sideways in the water until the lower rail caught a wave and dug in. At that point the spreaders were in the water. The crew were scrambling to higher ground but the boat continued to roll to leeward until the sails were in the water. There was nowhere else to go then except for a swim and the roll continued until the boat was completely inverted.

My immediate concern was for the safety of my crew and a short swim and some shouting soon revealed that all were safe and in no danger. The water was surprisingly warm and nobody seemed to be too uncomfortable. One of the crew climbed onto the hull and I positioned myself by the keel. I was



able to get a grip on the keel and with our weight on it and with the help of another crew on the rudder, we were able to bring the boat back up to an upright position.

This was an instinctive reaction because of my many years sailing dinghies as a teenager. While the hull had been upside down air had been trapped inside, but when we flipped it back up, the cabin filled because the washboards had been left out.

While all this was going on, two calls for help had been relayed to the IRB. The RCMP crash boat was nearby setting a mark and when our capsize was spotted, she responded immediately. A tow line was thrown to us and I was able to secure it to the bow cleat. Approximately 14 minutes after the capsize the Coast Guard arrived on the scene and 4 of the crew were taken aboard. I and one other crewmember stayed

in the water and removed the mainsail and generally secured the boat for the tow back to shore. We then got into the crash boat and stood by as the



RCMP towed the submerged hull towards Long Pond. Tom Harris on Eclipse also stayed nearby with a long line and large float ready to attach should the hull sink. Clar Dwyer had rigged a tackle to pull us from the water if it had become necessary and

## FOR THE RECORD (cont.)

The tow went smoothly and the RCMP cast off the hull alongside the tuna wharf at the entrance to Long Pond. The hull sank by the wharf with 5 feet of water over the deck. The Coast Guard put one of their people in the water and they were able to attach a line to the bow and stern. With the help of the now assembled crowd on the wharf, we raised the hull so that the deck was awash. The Coast Guard obtained a pump and in short order we had the cabin pumped out and were soon on our way back to our slip. In fact, it was less than 2 hours from capsized to the security of the slip. As it happened, the race was abandoned because the marks would not stay put. We spent the rest of the afternoon drying things out and were out on the race course the next morning.

## CONCLUSION:

There were some valuable lessons learned from my mishap and I would like to share these with you. First of all, it was quite a shock to many that a keelboat could capsize. In general, any keelboat

that relies on the external ballast in its keel will not capsize in similar or even more severe conditions. The J-24, although considered to be a keelboat, is similar to a dinghy and thus relies on the shape of the hull for stability. The keel only weighs 900 pounds as compared to a total displacement of 3100 pounds. Treated properly, the hull should slip sideways instead of capsizing. This leads me to my second point. I now release the mainsheet before each tack and make sure that it can be thrown off quickly. The call to tack is given clearly and in time with a countdown called to ensure the weight is shifted at the same time. This was tried the next day in similar conditions and worked very well.

A few comments about the boat itself and prevention of loss of buoyancy might be of some use to other small keelboats and even larger ones.



We now sail in rough weather with the washboard pinned in position and the cockpit lockers fastened shut. The hatch is kept closed. No matter how big or small the boat, water must be kept out of the cabin

at all cost.

Life jackets are no longer an option but a rule.



Many of us are negligent in this regard and I hope we all can learn a lesson from my experience. Internal positive buoyancy will be installed in the near future. I do not think it will take too much to make the boat impossible to sink. We had a liferaft on board but did not have to use it this time. At least it was there.

The J-24 came through the disaster with flying colours. It is one tough little boat and not one piece of gear failed. Of course the engine and the electronics took a bath but because the hatch was closed, relatively few items were lost.

In closing, I would like to thank all those who helped us that day. The Coast Guard and the RCMP have already been written and my appreciation conveyed. We are lucky to have the services of

t h e s e  
o r g a n i z a t i o n s  
s o c l o s e a t  
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s o m e t h i n g  
a n d i t d o e s  
n o t t u r n o f f  
p o t e n t i a l J-

24owners. They are great boats and I still hope to see a strong fleet over the next several years. Remember, it is rough side up.



## THE BOSS'S GIFT

Since their boss was an avid yachtsman, everyone in the office chipped in to buy him a sextant for a birthday present.

Henderson volunteered to make the purchase, and when he learned the marine supply store was out of stock, he phoned the local sporting goods store.

When he burst out laughing and hung up, a co-worker asked what was so funny. "They transferred my call," Henderson explained, "and when I asked the woman who answered if they had a sextant, she said they had all kind of tents and what I did in them was my business."

# EASTER SEALS REGATTA





*From the September 1989 The  
Plimsoll*

RACING at the AVALON  
YACHT CLUB  
By EVAN JOHNSON

The "Avalon Yacht Club" commenced operations in the lower pond basin in the mid-thirties, and organized sailing races started shortly after that time. A small number of Snipe Class boats were



locally built, and races were held on a triangular course, with the starting line on the eastern side of the pond, near Art Cahill's boat house. There were two marker buoys, one in front of Ralph Matthews' house, and the other in "Windy Cove", about opposite Cal Pratt's home. As I remember it, each race consisted of three laps, and depending on wind conditions, three races were scheduled for each Wednesday and Sunday afternoon. In those days Wednesday was a half holiday, and Saturday, a regular working day.

Depending on the condition of the undredged channel, a Conception Bay race was attempted on several occasions, which consisted of a run around Kelly's Island and return to the entrance of



the channel. Past Commodore Max Parsons' motorboat the "June" was usually the committee boat, and assisted in getting the snipes out through the "Gut" at high tide.

Some of the early AYC members pioneering in the Snipe Class racing were RNYC Past Commodores Dinty Moores and George Giannou, along with such personalities as Percy Fearn, Max Barbour, Don and Al Clouston, Arthur Johnson and Fred Blair, to mention a few.

As the AYC membership grew, more snipes were added to the fleet, including some "Dunphy" built. Imported sails replaced some of the locally made ones, and racing became much more sophisticated, leading to the joining of the International Snipe Class Racing Association. At one point, Don Clouston took his snipe to Geneva, Switzerland, to participate in the World Finals.

### BOAT FOR SALE

A sailor was looking at a local yacht club's bulletin board listing and took a second glance when he saw that a two year old 40 foot Beneteau was selling for \$500. At first he thought it was a misprint or the yacht had major problems but for the cost of a phone call he had to check it out. After making the call, a lady at the other end assured him all was correct and the boat was in Bristol condition. She would meet him at the club in a hour to let him look it over.

An hour later she arrived and let him see the boat.

"This has got to be one of the finest condition yachts I ever seen", he told the lady, "Why do you have such a small price on it?"

She answered, "My husband left with his receptionist and we got a divorce. For the settlement I get the home and he gets the money raised from the sale of the boat."





## BOATS FOR SALE

Visit <http://www.rnyc.nf.ca/Sale%20Boats%20Index.html> for full details on all boats for sale

### BOATS LYING AT RNYC, LONG POND

Sail or Power	Length	Make	Year	Asking Price
Sail	41'	C&C 41		\$69,000 ORO
Sail	35' 5"	J/35	1989	\$38,000
Sail	35'	O'Day 35	1986	\$66,500
Sail	35'	Island Packet	1990	\$125,000
Sail	30'	San Juan 30	1976	\$22,500
Sail	28'	Sabre	1978	\$18,000
Sail	27'	O'Day 27	1978	\$24,500
Sail	26'	Grampian 26	1973	\$12,900
Sail	25'	Kirby 25	1980	\$ 8,500
Power	24'	Bayliner 245	2005	\$39,995
Sail	24'	J/24	1978	\$12,000
Sail	16'	Hobie 16		\$ 6,000

### BOATS LYING AT TERRA NOVA YACHT CLUB, HOLYROOD

Sail or Power	Length	Make	Year	Asking Price
Sail	35'	C&C35	1984	\$49,500

### BOATS LYING AT LEWISPORTE YACHT CLUB

Sail or Power	Length	Make	Year	Asking Price
Sail	36'	Nonsuch 36	1984	\$90,000 US
Sail	30'	CS30	1988	\$47,900 Neg

## FINISH WITH A SMILE

### COLLISION

Late one foggy night two boaters collide head on while trying to navigate a narrow inlet channel. Both their boats were damaged, disabled and slowly sinking.

As they each watched their boats slowly slip away beneath them, the first boater said " You know, this is a sign that we should never take life for granted and that we should live it to the fullest".

"You are right," said the other boater as he opened a cooler and pulled out a bottle of bourbon whisky. Let's drink to living well for the rest of our lives.

The first boater took the bottle and, after a big swig, handed it back to the other boater who in turn quickly threw it into the river.

More than a little surprised the first boater exclaimed " You didn't take a drink!?"

"Naw", said the other boater "I think I'll just wait for the Coast Guard to show up."



### GOING DEEP

One day a diver was enjoying the aquatic world at a depth of 20 feet. He noticed a guy at the same depth but he had on no SCUBA gear! The diver went below another 20 feet, but the guy joined him. The diver went below 25 feet more, and once again, the guy joined him. This confused the diver, so he took out his board and marker, and wrote, "How are you able to stay under this deep without equipment?" The guy grabbed the board, quickly erased what the diver had written, and wrote, "I'M DROWNING, YOU MORON!!!"

## DESERT ISLAND WISHES

There were three men out sailing, when it began to storm. Their boat was wrecked by the storm, and washed up on a deserted Island. They started to walk along the beach and found a bottle. They picked it up and began rubbing the sand off, when all of a sudden, a genie popped out. The Genie said "Since you have released me from the bottle, I will grant each of you one wish."

The first man said, "I really miss my wife and grandchildren. I wish I were back home." Poof! He was gone. The second man said, "This is great! I wish I were in Hawaii on the beach, with a good hot meal to eat." Poof! He was gone, too! The third man looked around and said, "You know, it's lonely around here, I really miss those guys."

### THANKS



Many thanks to Joy Lawrie, pictured here with Peter, who has taken the vast majority of the photos in Spindrift and on the website this year. Greatly appreciated Joy.



*"No wonder why our computer is slow. You have 17,987,623 photos of you on your boat on it."*

# THANKSGIVING DINNER

**Sunday Oct. 7, 2012**

**Roast Turkey Dinner  
(with all the trimmings)**

**\$19.95**

**includes Tea/Coffee & Dessert**

**Please call 834-5151 or email  
manager@rnyc.nf.ca to make  
reservations!**

**12-2pm  
5-7:30pm**



Past Commodore's Night  
Saturday October 20, 2012

Club Xmas Party  
Friday December 7, 2012  
Children's Xmas Party  
Sunday December 9, 2012

# ROYAL NEWFOUNDLAND YACHT CLUB INFORMATION

## RNYC CLUB EXECUTIVE

### FLAG OFFICERS

John Walsh	Commodore	<a href="mailto:cet@nl.rogers.com">cet@nl.rogers.com</a>
Peter Lawrie	Vice Commodore	<a href="mailto:plaw456@gmail.com">plaw456@gmail.com</a>
Donna Marie Humphries	Rear Commodore	<a href="mailto:dhumphries@nf.sympatico.ca">dhumphries@nf.sympatico.ca</a>
Alasdair Black	Rear Commodore	<a href="mailto:sirjames26@gmail.com">sirjames26@gmail.com</a>
Barry McCallum	Past Commodore	

### EXECUTIVE

Ken Corbett	Communications	<a href="mailto:kcorbett@nf.sympatico.ca">kcorbett@nf.sympatico.ca</a>
Eg Walters	Easter Seals	<a href="mailto:egbert@bell.blackberry.net">egbert@bell.blackberry.net</a>
Dennis Hanlon	Junior Sailing	<a href="mailto:d.hanlon@nl.rogers.com">d.hanlon@nl.rogers.com</a>
Leo Quigley	Secretary/Power Boat Events	<a href="mailto:leo.quigley@nf.sympatico.ca">leo.quigley@nf.sympatico.ca</a>
Dave Humphries	Race Committee	<a href="mailto:dhumphries@nf.sympatico.ca">dhumphries@nf.sympatico.ca</a>
Ted Laurentius	Safety Officer	<a href="mailto:ted.l@nf.sympatico.ca">ted.l@nf.sympatico.ca</a>
Justin Ladha	Special Projects	<a href="mailto:justinladha@gmail.com">justinladha@gmail.com</a>
Jim Eastman	Club General Manager	<a href="mailto:manager@rnyc.nf.ca">manager@rnyc.nf.ca</a>

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## UPCOMING EVENTS

Monday October 1	Haul Out Starts
Sunday October 7	Thanksgiving Dinner
Saturday October 20	Past Commodore's Night
Wednesday October 31	Haul Out Ends
Wednesday November 21	Semi Annual AGM
Friday December 7	Club Christmas Party
Sunday December 9	Children's Christmas Party

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## ADDRESS & PHONE

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Spindrift is the official newsletter of the Royal Newfoundland Yacht Club and is published 3 times/year