

Official Newsletter of the Royal Newfoundland Yacht Club

December 2012

The Spindrift



News

Volume 8 Issue 3

SEASONS greetings

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The image features three large, spherical Christmas ornaments hanging vertically on the left side. Each ornament is primarily red with a gold-colored top cap and a gold-colored spiral design on its surface. The background is a deep red, decorated with numerous small, gold-colored stars and snowflakes scattered throughout. The overall aesthetic is festive and holiday-themed.

Wishing

All Members

A Very Merry

Christmas

and Best Wishes

for 2013 From the

RNYC Executive,

Management

and Staff



SPINDRIFT



December 2012



WELCOME

Seasons Greetings,

Here we are at the end of a year that saw fantastic weather and where we trust everyone had a great season of boating. Now is the time to reflect on the past season and that has been ably done by others in this issue of *Spindrift*.

This has been an important year for the club with reviews of our financial state and the decision to raise fees in order to ensure that the infrastructure of the club can be maintained at a safe and acceptable level. As a result work has now started on renovating the South Wharf following the approval of the plans by the General Membership. Thanks are due to Commodore Walsh and his committee for planning the wharf renovations, the financing and selecting a contractor. I am sure our members on the South Wharf cannot wait to get on their new wharf next Spring.

This issue contains stories and photos from events this past season, a look back at the history of the RNYC and other articles and photos that we hope will be of interest to you.

Please remember, that the success of this publication can only be ensured if you, our members submit articles and photos for publication. My sincere thanks to all those that have supplied material for this issue.

May I take the opportunity to wish you and your families a Very Merry Christmas and Best Wishes for 2013

Ken Corbett - Editor

FROM THE COMMODORE'S DESK

Dear Members:

They say, "Time flies when you're having fun." Well, that certainly has been the case for me for the past year. I have thoroughly enjoyed my time representing you as Commodore of the Royal Newfoundland Yacht Club. It has been an honor and a commitment that I have not taken lightly, and I hope history will look favorably on what we have been able to achieve together this year.

While I was primarily consumed with work associated with the reconstruction of the south wharf and repairs to the north wharf, and that did take a fair amount of time, I thoroughly enjoyed participating in and overseeing every aspect of the club's operations this year. We have so many facets to our operations, and all areas must run smoothly in order to serve the needs of the membership as we must. From yard operations, to finances, social programs, sail racing, power boating events, kitchen and bar activities, sailing school operations, launch and haul-out, wharf allocations, general repairs and maintenance, grounds upkeep, facilities improvements, communications, and so much more. They all need and deserve oversight and support.

I want to thank you, our members, first and foremost for your tremendous support and confidence this past year. We had difficult decisions to make. Your support for the recommendations we put forth relating to finances, and your subsequent support for the proposed plans (and financing) of the wharf reconstruction were milestone events – to say the least. I'm confident that our members will be extremely pleased with the final result. We will continue to work hard to provide the appropriate measure of oversight and project management, and I want to thank all those who have assisted in any way to make this a reality. (*cont.*)



Commodore's Message (Cont)

The Staff has been tremendous, and this year, in particular, I have come to value and appreciate their efforts more than ever before. Our yardmasters know our operations and perform their duties with the greatest care and attention to detail. Our kitchen and bar staff look after our members day in and day out, and they ensure all our social events are enjoyed by all who participate. Our manager, Jim Eastman, does an incredibly good job – and sometimes against the greatest of odds. Jim's strength is his ability to do so many different things well, and his willingness to "go the extra mile" to make things right. He has been a pleasure to work with, and I valued his experience and support so much this year.

Finally, I want to thank all members of the 2012 executive who have worked with me on your behalf. They are an incredibly dedicated group of men and women who give tirelessly to ensure the needs of the membership are addressed. Vice Commodore, Peter Lawrie, and I have worked very closely this year, and I'm confident that the membership will be well served by Peter and his tremendous team in 2013. But all executive members do their jobs quietly and efficiently, and things could never work without their commitment and dedication on your behalf. I want to sincerely thank them on your behalf.

In closing, I want to extend best wishes to all of you for a relaxing and enjoyable holiday season with family and friends. Rose and I hope that 2013 will bless you with good health and happiness. Before long we'll be preparing for launch and making plans for another exciting summer of boating!

It has been a privilege to serve as your Commodore

Sincerely,

John Walsh
Commodore 2012



Royal Newfoundland Yacht Club Member Recognition

The Royal Newfoundland Yacht Club is one of only nine "Royal" Yacht Clubs in Canada, and one of just over one hundred in the commonwealth. In 1964, through the efforts of Cal Pratt and the offices of Federal Minister Jack Pickersgill, the title of 'Royal' was granted to the Newfoundland Yacht Club. We are very proud to be able to distinguish ourselves as a "Royal" yacht club.

February 6th, 2012 marked the 60th anniversary of Her Majesty Queen Elizabeth II's accession to the Throne as Queen of Canada. In recognition of the occasion a new commemorative medal was created to honour significant contributions and achievements by Canadians. Throughout the year of celebrations, the Queen Elizabeth II Diamond Jubilee Medals were awarded to deserving Canadians across the country.

November 5, 2012 marked the day that two members of the Royal Newfoundland Yacht Club received Queen Elizabeth II Diamond Jubilee Medals in recognition of their significant contributions to our Province. We are very proud to announce that the award recipients are 2005 Past Commodore [John Butler](#) and current RNYC Executive member [Dave Humphries](#).



[Commissioner Mark Gegroire](#), [Dave Humphries](#) and [John Butler](#)

On behalf of the RNYC Executive and our membership, we would like to extend our congratulations and sincere thanks for all your efforts and contributions to both our club and our Province.





On
Behalf
Of All
the Staff
and Myself
I'd Like To
Wish All
Members a
Very
Merry
Christmas
and a
Wonderful
New Year!

Jim

We interrupt this marriage for the duration of the boating season!



CYA Changes Name to SAIL Canada

The Canadian Yachting Association's annual general meeting concluded October 27 with a vote to change the association's name. Delegates voted overwhelmingly in support of changing the name of the 74-year-old organization to SAIL Canada, enabling the national organization to align its positioning with many other national governing bodies in the sport of sailing.

The move is part of a renewed effort to coordinate its training, coaching, judging and high-performance disciplines to allow it to better brand, build and grow awareness of the sport throughout Canada.

Hurricane Sandy - 65,000 boats damaged by Sandy on the East Coast



The numbers are in, at least an estimate, and they're staggering. According to BoatUS, Hurricane 'Sandy' damaged more than 65,000 boats and caused more than US\$650M in damages

across the US. A video found here:

<http://www.youtube.com/watch?v=TG0CB60bpA>

shows the huge range of the damage.

National Safe Boating Council Launches New Website

The USA National Safe Boating Council has officially launched BoatOnCourse.com, a website designed to help the recreational boater become more aware of the on-the-water navigation rules to enjoy a safer time on the water.

The NSBC represents over 330 US and Canadian organizations committed to reducing boating accidents and is dedicated to the advancement of safer boating through education, outreach, and training.



PREPPING THE GALLEY FOR A STORM



*By Carolyn Shearlock, copyright 2012.
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During our 6+ years aboard Que Tal, we were within 50 miles of the center of a tropical storm/hurricane 5 different times.

And while a few of the tips below will apply even in a squall, I'm really thinking of a tropical storm or hurricane situation where you'll be taking off sails and so on.

RULE NUMBER 1: Prepare the Deck First, then the Galley.

Taking care of the boat itself is always the first priority if a storm is coming. While there are a few things that you need to do almost simultaneously (such as getting food out of lockers before you pile sails on top of them), most of the galley work can happen after the deck work is done. Getting food is no excuse for failing to prepare the boat — twice I've seen people going to the grocery store while the sails were still on their boat. You can always borrow food, but no one is going to prep your boat for you. The consequences of not prepping the boat are much more severe than anything that can happen in the galley!

RULE NUMBER 2: No Alcohol.

I don't want to come off as a prohibitionist here (we like our beer, wine and margaritas as much as any sailor), but our rule has always been that if we're prepping for a storm, we don't need even the slightest impairment. Storms can speed up and/or change their track — and your decisions will determine the safety of both you and your boat.

A few other things to remember, even if you'll be off the boat right during the storm (if there's a safe place ashore, go there — we were on Que Tal for several storms as there were no better alternatives):

- Get Food Out of Lockers that will be Inaccessible. Some lockers will become inaccessible when stuff get piled on top of them; others because they're hard to get to in a rolling boat (such as one where you have to

lift the bed mattress while you dive in headfirst). If you're going to need anything out of these lockers, get it out now and put it in a safe but accessible location.

- Make Sure Seasickness Medications and First Aid Kit are Accessible. If you need either of these, you want them right at hand. If you take any daily medications, keep them available, too.
- Secure Potential Missiles. Make sure that knives can't go flying and cans are really secure. Both can cause serious — even life-threatening — injuries if they are hurled across the boat at you. We learned to use duct tape over the twist latches. If you pile sails on a settee, tie them down so that they won't slide off when the boat rolls. Stuff rags in everywhere you can to keep locker contents quiet.
- Secure the TP. A bad day is just that much worse if you suddenly discover that your entire stock of toilet paper is soggy (ditto for feminine hygiene products). Split it up between a couple of different lockers in case one develops a leak. And put some, a roll or two, in a Ziploc bag or dry bag.
- Make Snacks and Drinks Accessible. Make sure that you have a stash of easy-to-eat snacks (granola bars, nuts, dried fruit) and drinks in a place that is easily accessible, but safe (you don't want drink bottles becoming missiles). Remember food for any pets, too! Don't put heavy items (such as drink cans) in gear hammocks that could conceivably swing and hit someone in the head. If you're going ashore, take snacks and drinks with you.

Even after the storm passes, it's likely that it will be several days before everything returns to normal — and that's if there's no real damage. Just putting the sails and canvas back on can take several days. And if there is any damage in your marina or anchorage, you'll probably be helping friends (hopefully it's not your boat that sustained damage).

Having some quick and easy food somewhere you can easily get to (those sails, canvas, cockpit cushions and everything else from up on deck take up quite a bit of space) will help a lot as you're putting things back together!

WHARF RENOVATIONS

Over the last few weeks, since work started we have captured the demolition of the South Wharf in preparation for work starting on building the new South Wharf. We will continue to capture the work being performed as it progresses through the Winter and Spring.



November 5, 2012



November 11, 2012



November 13, 2012



November 16, 2012

WHARF RENOVATIONS UPDATE

As any of you who have visited the yard in recent weeks are fully aware, work is well under way on the reconstruction of the south wharf. Most of the demolition work has been completed as I write this report, and while things look pretty bare there at the moment, I'm extremely pleased with the pace of work and the amount of progress made up to now.

As I write this update, we're being hammered with an early season snow storm which naturally impedes our construction and progress. But this will not last long (hopefully), and workers will soon be able to return and make substantial progress before the Christmas break.

As mentioned in my meetings with the membership, work will entail the complete replacement of the main south wharf, as well as replacement (and re-use where possible) of side-on berths and catwalks. The wharf structure will be considerably reinforced with all new and very durable marine grade materials which have been outlined in the contract specifications. The addition of batter piles and much more durable materials will substantially improve the strength and durability of the wharf. The wharf height will be raised to allow for changing tide conditions, and we plan to replace and upgrade our electrical system, bury all overhead wires and electrical lines, and provide low level marine deck lighting. The outside "T" will be constructed using the same design and durable materials as the main wharf, and will be five feet in width – the same as the main wharf structure. This will be a considerable improvement, no doubt.

We know we have to repair pile caps on the first section of the north wharf, and we'll assess whatever other repairs might be necessary to that section of the north wharf once we are able to have a better assessment after the decking is removed. As is always the case with reconstruction – it will be short term pain for long term gain. But at this time of the year, the inconveniences to our operations are minimal.

Once the demolition and removal is complete on the south wharf, we will start to see the replacement of the inside piles and reinforcement with batter piles, and the eventual replacement of the main spine.

There's not a lot more to add at this time. Work is well underway, we appear to be on schedule, and

we hope for reasonably good (and typical) winter conditions so we will be able to have this project completed on time. Meanwhile, we're working on finalizing the electrical contract and choosing from a multitude of electrical choices (and prices) to find hardware and pedestals that suit our needs and budget.

I want to thank Peter Lawrie and Leo Quigley, in particular, for their work in helping prepare specs and oversee contract details for both the wharf reconstruction and electrical contract(s). Their oversight and involvement has been incredible, and I appreciate their input and support so much.

Thank you all, once again, for your patience and support during this construction phase. I'm sure Vice Commodore Lawrie will provide you with an update as soon as possible in 2013.

All the best, and Merry Christmas, one and all!

John Walsh
Commodore



HERE TODAY



GONE TOMORROW



WHARF RENOVATIONS



November 20 - 21, 2012



November 22, 2012



November 27, 2012

WHARF RENOVATIONS



December 3, 2012

Steve & Corey on the Job

RAMP REPAIRS

Work is also underway to repair the launch ramp. Members will have observed, especially those launching from trailers, that the area above the concrete slabs that were installed a few years ago was in very poor condition. The entire area from the top of the ramp to the slabs is now being repaired and a new concrete surface installed.



OTHER 2012 FACILITIES ACTIVITIES

There were a few other facilities projects that had to be or will be undertaken in 2012

<p>Endeavored to limit expenditures this year and repair or replace only critical items</p>	<p>Kitchen Propane system and fire suppression system upgrades</p>
<p>Completed some major repairs and replacement of critical parts on the travel lift</p>	<p>Undertook a volunteer member "clean-up day" of club grounds</p>
<p>Replaced several electrical boxes on wharves</p>	<p>Most of work done in 2012 by or with assistance of our 'in house staff'</p>

Season's Greetings



Christmas Party

MERRY CHRISTMAS



Powerboaters Get Out of the Bay!

by Leo Quigley

One of the goals of a few members of the Powerboating community at RNYC for 2012 was to get outside the bay. While we have always enjoyed spending overnights at our favourite spots in Conception Bay some of us had a hankerin' for an extended cruise outside the bay for a change.

While the idea kept coming up during the fall of 2011, it took on new life at a get-together at Commodore John Walsh's house at Christmastime. After a couple of glasses of wine, some lively discussion, and a few more glasses of wine, the decision was made – we're going to Trinity!

During the spring and early summer, we planned and prepared for the trip – safety gear checked and double-checked, spare parts on board, electronics checked and functioning properly, etc. Trinity was the destination, but surely we would cruise Trinity Bay a bit! We had many questions – How many days would we stay? Could we go all the way to Trinity in one leg? What about Baccalieu Tickle? We had heard it could be a bad spot if the wind and seas were rough. How long would it take to get there? What would be a comfortable cruising speed? And the biggest question of all: Where would we get fuel? Of the boats that planned to go, some were diesel boats but most were gasoline powered. Calls were made to fuel oil distributors. None would deliver fuel to dockside – not for such a small quantity of diesel, and certainly not gasoline! It seemed for a while that this issue had the potential to scuttle the whole trip! Then along came a good friend of some of our cruising party members (who shall remain nameless!). We'll call him "Dave"! When we told Dave about our plan, he very generously offered to meet us in Trinity (he said he was going to be in the area with his fifth-wheel trailer anyway!) and guess what – he had the fuel tanks, dispensing pump, hoses, the whole nine yards! What a guy! So as they say, "We wuz all sawt!"

The course was plotted and the plan was finalized (a few more glasses of wine helped with the planning) – we would leave early in the morning and head for Baccalieu. If the conditions were not right, we'd stay in Bay de Verde until we felt comfortable enough to go around. It was straight to Trinity we'd go – spend a night or two there, then cruise to a couple of choice spots in Trinity Bay before heading back home. We chose a two-week period in the latter half of July for the trip – the weather would dictate the exact dates. We would leave right after the Poker Run, as soon as weather permitted.

As the time got closer, it was decided - Wednesday, July 18

was to be the day! Seven boats were confirmed for the run (a couple of crews had been on-and-off about the cruise for some time). There were seven boats – seven couples – fourteen persons in all! Sail Plans were filed, persons on shore were informed about what time we planned to leave, the course we planned to take and about what time we expected to arrive at our destination. We met on the wharf at 4:00 am, loaded up and dropped our lines about ten-after-five. Our course took us out between Kelly's Island and Bell Island – that's where we ran into our first bit of trouble. One of our members had a slight intermittent problem with one of his two engines. While it looked for a little while like this might seriously put a wrench into the works, fortunately for us, all it took was a bit of tugging on wires here and poking at connections there and the intermittent problem disappeared! We decided we'd head on.

So off we went across the bay - roughly in the direction of Salmon Cove. All boats stayed fairly close together and we all kept in radio contact on VHF Channel 10, periodically hailing each member of our group to make sure no one fell asleep! Nearing the far side of Conception Bay, the fog started to roll in. So, like good little Power Boaters, we tightened up our formation and each tried to keep visual contact with at least one other



member of our group, which proved to be all but impossible! We were groping along at 2 or 3 knots. A few boats had radar but not all; all boats had GPS Chart Plotters so each skipper knew where he was but

nonetheless, losing sight of any other member of our group was a bit disconcerting. Some group members were steaming a little faster than some others and so became separated from the pack.

Since sea conditions were fairly calm, we asked the leading members to slow to nearly stopped and report their Latitude and Longitude position. By observing the Lat and



Long positions of the trailing members of our group and having them steer left and right such that the changes in their Lat and Long readings (increasing or decreasing) brought them closer to the reported Lat and Long readings of the other members, we were able to navigate right to them.

Powerboaters Get Out of the Bay!(Cont.)

Within a few minutes, we had the entire fleet reassembled and steaming slowly through the fog. At this time, we decided (for two reasons – thick fog conditions, and also the fact that some members were becoming concerned that they might be running low on fuel if we were to try and go all the way to Trinity without refueling) to put into Bay de Verde. So we altered course and groped our way along toward port.

Arriving in Bay de Verde, the Harbour Master was on hand to help tie us up and even generously offered his pickup truck to take us to Old Perlican for gas. This we did and in no time, we were all fuelled up (the ladies took a leisurely stroll around the community). After 3 ½ hours in the pristine harbour of Bay de Verde, we set out for Baccalieu Tickle. The fog was gradually clearing and visibility was not an issue as all seven boats cruised onward. I must admit, there was some trepidation among us about Baccalieu Tickle. The passage seems to have a mystique about it with some boaters being more than wary about navigating through (although after interrogating quite a few old hands I believe I found out the reason why – if you want to know what I found out, you'll have to ask me!).

Steaming through the Tickle was very pleasant and uneventful. Crossing Trinity Bay, we were in a following sea and the wind was on our port quarter which made things a bit uncomfortable. Arriving in Trinity, we were



greeted by the smiling staff of the Dock Marina (we had called ahead to make sure they had berthage for us). Louise Andrews and her crew made our arrival and stay for the next few days a

wonderful experience. Louise told us that, years ago, there would be dozens of boats from the RNYC visiting throughout the summer but sadly the numbers have dropped off dramatically – she is very enthusiastic about welcoming RNYC members to visit!

We stayed in Trinity three days. While we had high winds and rain, the stay was most pleasant – we enjoyed the restaurants, historic sites and attractions and even got to see



what is quite likely the last wooden schooner to be built in this province by master boat-builder Henry Vokey. Then we set out for a few highly- recommended locations in the bay. Since some members of our group had commitments back at home, our plan was to do a one-day sight-seeing cruise on the west side of Trinity Bay, then



cross to Old Perlican for the night. We took a very relaxing route to British Harbour, Pope's Harbour and Ireland's Eye Island, stopping along the way for some of our group to fish (the food fishery was ongoing) and to avail of the hospitality of Wayne Quinlan and his family for a delightful lunch break. The weather was heavenly – sunny and very hot! We could have lingered forever!

Bidding farewell to the Quinlans, it was back across Trinity Bay to Old Perlican. There, we enjoyed a feast of home-style cooking dockside, a few refreshments and a very relaxing evening knowing tomorrow, our wonderful holiday would come to an end.



In the morning, we again recruited assistance from a local fisherman to bring us to the gas station for refueling, then cast off for the cruise home.

And so it was through Baccalieu Tickle again with gentle rolling ocean swells (we estimated about 10 feet or so in height). This was nothing of concern for any of these boats.

Coming down Conception Bay was another thing – very rough conditions caused us to get beaten around pretty good (I had to get down off the flybridge as the sea spray was coming over top of us – and folks, that water is VERY cold!). After about three hours of pounding, I checked the Chartplotter and couldn't believe how little progress we'd made! We were making about 7 knots all this time. It was a long, rough day as we left Old Perlican about 10:00 am and arrived in Long Pond about 6:00pm. We were none the worse for wear – tired but overjoyed at the success of our very first Out-of-the-Bay Cruise!



SOCIAL ACTIVITIES

By Peter Lawrie

As the year 2012 draws to a close so do the Social Functions at the RNYC. As I sit here writing, the final two events for the year are coming up fast. They are the Adult Christmas Party on December 7th and the Childrens Christmas Party on December 16th. Hopefully you will be able to attend one or the other or even both events.



This years social activities were generally well attended by members and their guests, it is great to see

so many people enjoying themselves at the variety of events which are organised for members.

Having said that there is always room for a few more members and guests to participate. This is your club and these events can only take place and be succesful if we as members support them by attending.

It goes without saying that we appreciate the work of our kitchen staff who do a wonderful job, in



sometimes adverse conditions, to provide us with the food and beverages we enjoy so much. A special thanks to our General Manager Jim Eastman who always puts in extra effort both home and away to ensure our events are sucessfull.

A big thank you goes out to our major sponsors for events , Ann Squires of Exit Realty on the Rock who sponsors The "Poker Run" and to Gord and Linda Hiscock of Century 21 Sellers Choice who dedicate so much to the Easter Seals event. Thanks to Rob Collingwood of "Iceberg Rum" and Molson for their

co-sponsorship of Race Week.



Thank you to Sid and Bernice Hynes, our gracious hosts for the Commodore's Cocktail party, we really appreciate the opportunity to get together at Middle Arm.

To the many volunteers who help out with events such as Christmas Parties, Race Week and Easter Seals, thank you, without you these functions would not be as succesful as they are.

Your new Executive are already planning many events for 2013 and those activities will be highlited on the 2013 Calendar, be sure to make note of these events and make a commitment to attend as many as you can.

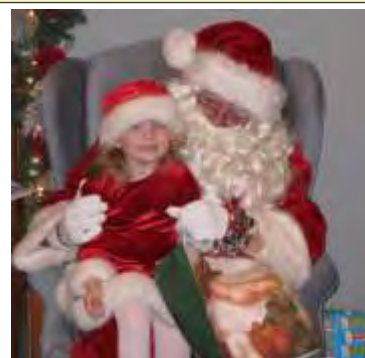
Thank you for your support during 2012 and I hope you and your families have a wonderful Christmas Season and a Happy New Year.

####

DID I DO THAT?

A guest, on a private sailboat on a compass heading to the Bahamas, had to hit the head. Excusing himself, he left the main cabin.

Shortly after, a sudden squall hit the ship. A giant freak wave rolled over the vessel and, with a stress breach in the hull, the boat began taking on water! Just short of sinking and with his guests and crew in the lifeboat, the captain realized someone was missing. Working his way towards the aft cabins and fighting the onslaught of water rushing in, he broke open the door to the head. There stood the missing guest. Shaken and confused he looked at the captain and said, "I don't understand, all I did was pull the handle!"



An Upwind Battle

By Simon Rees



Friday, August 31st was the very last Adult Sailing Class for the year and the four students in the class only had one evening of sailing that week due to high winds. When they showed up for their last day of the course, they were excited when I told them we would be going out sailing. It was blowing about 20 knots which is a bit high for a novice group however the students had demonstrated great sailing abilities on the first day and one of the students was returning after completing a course earlier in the summer.

After a quick brief we went aboard Mirelle Soucy and checked over the boat. We checked the standing rigging, paying close attention to the split rings and shroud tension, we checked the bilges for water, we did a radio check with the handheld VHF, and we went over the safety equipment onboard including a quick refresher on crew overboard. The last thing we checked was the motor. I turned it on and off a few times to ensure it started perfectly each time. Everything was working so I gave the command to toss the dock lines. Mirelle Soucy backed out of her slip effortlessly. The students began taking the fenders in and taking the sail cover off. I continued to back the boat out until we were in the middle of the channel. Then I put the shifter in forward and began to throttle up when suddenly the motor quit. I quickly started the engine but it cut out when I put it in forward. I tried again. But it died when it went in forward. I started the engine and tried to reverse. The engine cut out. By now the wind had pushed the bow and we were perpendicular to the channel and drifting towards the breakwater. The students began to look anxious.

I passed the tiller over to Greg, a 45 year old man who was completely new to sailing, but had showed great focus on the helm the first day. I told him to point Mirelle Soucy down the channel so our stern was in the wind as I opened the hatch to access the engine. I popped the cover off the 9.9HP Envinrude outboard and tried finding an obvious problem. After priming the gas line bulb a few times and checking to

make sure the air filter valve was open, I tried starting the motor. Nothing. I tried a couple more times. Nothing. The battery meter was still showing 12 volts. The engine needed to be repaired, but we did not have the time. The breakwater was only feet off our port side and we were drifting at a knot under bare spars towards some big boulders at the end of the channel. The wind speed showed 25 knots in the gust on our instruments. At this point throwing the anchor out and hoping to catch bottom before we hit the rocks was not an option.

After three years of using Mirelle Soucy as the Race Committee boat, I had a good understanding on anchoring the 28 foot sailboat. She had a 30 pound plow anchor that could hold in a typical 20 knot southwest breeze in about 20 feet of water. It did, however, require many feet of scope. Based on that, I knew we would hit the rocks before the anchor would hold on the muddy bottom of the pond.

Only 20 feet away from the rocks I made the call. I told the class, "since our motor is not working and anchoring is not an option, we need to use our main source of propulsion: our sails." I quickly assigned the students to very specific roles so there would be no cross overs and therefore no confusion. Heidi, a 25 year old MUN student who worked with the inshore Coast Guard, and Ray, a 72 year old man who spent many years as an engineer on ships took spots on the rail. Greg sat next to me, ready to take the helm if I needed to go forward, and Lori, the returning student at age 35 was assigned to the jib winches.

Not wanting to waste a second, I put the tiller between my knees and held the un-cleated furling line. Greg pulled the port jib sheet as fast as he could while

Lori started winching. I pushed the tiller over to head up. As soon

as the first tickler was visible I cleated off the furling line so that about 100% of the 120% jib was unfurled. Immediately the sail caught wind and we heeled over.



An Upwind Battle (Cont.) At this point, crew comfort was not a top priority, keeping the students safe was. And that meant heading up fast to avoid the boulders, which we left only 10 feet off our port side.



Lori and Greg trimmed the sail so I could sail close hauled. I took the jib sheet in my two hands

and steered the tiller with my feet. Lori stayed on the leeward side, ready to grind the winch at a seconds notice. We were sailing at 5 knots towards Burnt Island with the rail in the water. As a gust hit us, I eased the sheet to prevent a round up. I informed the crew that things were going to get very busy. Our slip was a direct upwind sail in the southwesterly. We would be doing multiple tacks in a very short time. This isn't going to be easy, I thought to myself. Our first tack went very smoothly as we put Burnt Island on our stern and started to accelerate back to the channel. We had made upwind progress as Mirelle Soucy was pointing up the channel. A gust hit us and the rails buried. A loud moan sounded as the sheet eased. And then the sound of the winch engaged as Lori grinded and the jib was trimmed back in. It's just like sailing a dingy, I thought to myself as I pushed the tiller with my feet to head up. We tacked again a safe distance off the breakwater.

The crew switched sides and the sail was trimmed as fast as any race team could do. We sailed at 5.5 knots for Shalloway's stern and tacked at the right time to gain as much distance possible but enough room to recover from a faulty tack if needed. But once again, we did a perfect tack. We raced at 6 knots towards the channel. A gust hit, the boat heeled, the rails buried, and the bow rounded up. I eased the sheet and hardened down. Lori trimmed the sail in. Ray was just about to sit down after switching sides when suddenly the breakwater was right in front of us. Only feet away. I yelled, "TACKING!!" and before anyone had time to blink, I threw the tiller hard to starboard. The quick turn caused the bow to raise a few inches out of the water, which I believe was what saved us from striking the breakwater.

The crew was quick to react as they got the sail across and they were up on the high side. As we raced back to the wharf, I spoke to the crew, "sorry for that quick one back there, great job reacting so fast to it. You're all racing material! We only have two tacks left and we'll make it into the slip. Be ready to slow the boat down with the dock lines." We tacked off the stern of Shinning Moment and only seconds later tacked again to head back towards the wharf. We were slightly upwind of our berth 111, which would allow us time to get the boat hooks out and a second to size things up before we pulled in. I got all the crew on the deck with boat hooks ready to fend us off the finger and our neighbour's boat. I headed down wind and started to furl in the jib. We were coming in fast. I saw a couple people running down the dock to help us. I waited until we were slightly past the turning point, and then jammed the tiller over to help slow us down. The students grabbed the dock lines, and the helpers on the wharf got ready to fend the bow from slamming the dock. The bow just nudged the wharf with just the crew slowing the boat down with the spring lines. We were in and safe.

My father, Kirk, was there helping us in and had watched the whole event happen. When he realized our engine had quit, he ran up to the sailing school to get keys for one of the zodiacs, but when he got back to the wharf we only had a couple tacks left to get into our slip, so he stood by. As the students finished up with the dock lines, they were disappointed they did not get out for a longer sail, although they claimed to have learned a lot in those 10 minutes. Kirk offered to take us all out on Athlete for a sail which the sailors gladly took the opportunity. After a nice sail out in the 25 knot winds on Athlete, they came in with all smiles. It was an intense last day. But everyone was safe, and none of the students appeared to be spooked by the experience. They understood what I meant when I said that the fun thing about sailing is that no sail is ever the same. There will always be something different each time you leave the docks.



PAST COMMODORE'S NIGHT





A LOOK BACK AT RNYC HISTORY

Royal Newfoundland Yacht Club



Photo courtesy of Angus Campbell.

Oxley Dance Pavilion and Avalon Yacht Club 1936 - 1943

by Stephanie White

In 1936 a few boat owners got together and built a small building on the site of the present Johnson property on Long Pond. It was approximately 20' x 40' with a couple of washrooms and served as a place for boating enthusiasts to get in out of the elements and hold their meetings and socials — and to talk about boating in general.

Although few in number, these small boat owners enjoyed a comradeship and a common interest in boating and Snipe racing. However, in those days, there was not a lot of money being put into the Club and they soon felt the financial strain of keeping up with expenses.

Around the same time in 1936, Harold Oxley returned to Newfoundland "from away" and built his first big dance pavilion on Topsail Beach. It was known as Oxley's Dance Pavilion and was located close to the salt water behind the R.C. Church in Topsail. It was a magnificent spot for a dance club.

Unfortunately, the same year Oxley's dance pavilion opened, it burned to the ground. Mr. Oxley was lucky enough to have carried some insurance on his building and was not to be deterred by his misfortune. He wanted to rebuild his pavilion, but not necessarily on Topsail Beach.

He approached the Avalon Yacht Club with a proposition that proved to be mutually beneficial. Oxley wanted to build his new dance pavilion at the Yacht Club. In exchange he would provide at large room solely for the use of boaters, which would always be at their disposal.

A deal was struck, an elaborate building was built and Oxley's Dance Pavilion and the Avalon Yacht Club emerged. It was a lovely, large building with a boardwalk, swimming pool and large sunken dance floor. The dance floor itself was made of masonite and "a darn good dance floor it was"! Catering services were provided to the Yacht Club for dinners and dances in their own meeting room.

Harold Oxley operated a restaurant in the Dance Pavilion and it was reported to be "a gorgeous place to go out there evenings for a dance". The dance pavilion

itself was open to the public, however, the boater's room was open to members of the Yacht Club only.

Snipe races were held in the lower pond area. In those days there were no moorings or large boats to get in the way. There were four buoys laid out in the pond, and a race consisted of going around those buoys three times. Trophies were awarded for the different races, including the Bill Neal trophy for the race around Kelly's Island which was called the Neal Deep Sea Race. Two of the original trophies are still in existence today, the Hart Trophy sponsored by Terra Nova Motors and the Johnson Cup.

Oxley eventually went into receivership and the dance pavilion was bought out by local businessmen. It continued to operate as a dance club until about 1941. This was during the War and there were problems getting out to it. Not only was it a long distance from Town, but there was a blackout in effect along with gas rationing. All these factors combined to make getting out to the Dance Pavilion and Yacht Club more difficult.

In 1942 the facility was taken over by Civil Defence and turned into an emergency hospital. At that time, the threat of enemy attack was a real concern, so in preparation for this, many facilities, including the dance pavilion, were turned into emergency medical centres. However, 1943, shortly before it was reopened, the building burned to the ground.

It is speculated that the cause of the fire was electrical, however rumour also had it that it was arson — mainly because of the other fires that occurred around that time such as the Knights of Columbus. Many rumours circulated that the fires were the result of arson and enemy sabotage — however these were never substantiated.

The fire of 1943 brought to an end the first era of the Avalon Yacht Club and Dance Pavilion. But this was just the beginning of an interesting and colourful history which will be continued in future issues of *The Plimsoll*.

The information for this article was taken from an interview by Deanne Peters with George Giannou, Jim Halley and Evan

TIPS ON BOAT CHARTERING

By Ted Laurentius with Assistance of Many

When the snow flies and next year's sailing season seems so far away there is a way to brighten up the spirits. Picture yourself sitting back in shorts or a bathing suit sipping on a rum punch on a 50 foot catamaran. You just had a full day of sailing in a fresh and warm 20 knot breeze and you are on a mooring ball in a snug anchorage. After the sail you went over the side and watched the big turtles glide by and snorkeled over a nearby reef where you watched countless tropical fish flitting about. One of the locals came by with some fresh snapper or crayfish for the Barbie and the second rum punch tastes better than the first. Ah, my thoughts drift back to such an evening in Belize on a Moorings 41 (a Beneteau by another name) when we chartered nearly 3 years ago with old friends that now live in Vancouver. In fact, we had so much fun we did it the next year in the Grenadines but this time we invited another couple each and had a 41 foot Cat.



We are not the only ones who have taken a sailing vacation and it occurred to me to ask around our club and see who else had done this and where they had gone and what to look for. To this end a list of questions was compiled and an informal survey circulated. Special thanks go to my wife Karen, Gary Horwood, Janet and Dave Keeping, Ruth and Larry Ledrew, Tess Burke and Al Spurrell, Carol and Ken Ryan, Andrea Singleton and Justin Ladha, Patsy and Dale Courage, and my old shipmate and charter buddy, Peter Bryce. These folks rose to the call and shared their experiences and hints. Below is a summary of what they said and suggestions for those that would like to consider such a holiday. Some had only chartered once or twice and others into the double digits so I felt I was getting a good cross section.

There was a wide range of areas but the Caribbean seemed to be the most popular....

First of all I wondered where the favourite spots were. There was a wide range of areas but the Caribbean seemed to be the most popular with the British Virgin Islands (BVI) as the cruising ground for the first timers or for those who did not want any hassles with navigation or anchoring. For those wishing to venture into more varied cruising with some good sailing the Grenadines

was the next choice. It takes a bit more attention to navigation and the seas can be a bit bigger, but those that had gone there felt it was worth it. Other areas in the Caribbean included Antigua, St. Martin, St. Barts & Anguilla, Grenada, St. Lucia, St. Kitts, and Nevis. Belize was for the more experienced who felt comfortable navigating around the corals and wanted fewer boats around while some had been in the Greek Islands, Turkey, Croatia, and in the northern island of New Zealand. In Canada one person had chartered in the Gulf Islands south of Victoria. As for future charters, some wanted to go to southern France or Italy and the Med in general or to Tonga in the Pacific. The Chesapeake was even on the wish list for one. If you go to the Med, you had better get the hang of mooring stern to the dock which takes a bit of practice. On a personal note, while in Rhodes on Sorcery, the daily entertainment was watching the charter boats docking in the late afternoon. We learned swear words in several languages.



A word of caution is worthy about flight planning.....

The time of year you pick depends on where you want to go. The Med would be in the summer or early fall as would be the Chesapeake and Gulf Islands. In the Med the local winds such as the Bora along the Croatian coast demand attention and respect. When it comes to the Caribbean, it varies from high season of Jan-March to the shoulder season of May when rates get cheaper. But consensus is March/April when it is nice to be anywhere but here in the cold and damp. A word of caution is worthy here about flight planning. Since you are flying from Newfoundland in March or even up to May, weather delays are a constant threat. The charter company will not give you credit if you don't turn up in time so it would be wise to give yourself some buffer time at the beginning and if possible arrive a day or two ahead of time. You can always use the time to relax and get into the slower pace of life.



The next question was what type of boat to charter and how big. Here there quite a range from 37 to 50 feet.

TIPS ON BOAT CHARTERING (Cont.) As for monohull versus a catamaran, it all depends on how many in the charter and what you really want to do. There is no question about which type sails better and the monohull wins hands down. But on the other hand, if you do not want your glass to slide off the table when beating to windward, then the cat is for you. The



crucial area might also influence your choice and if you want to avoid coral heads and get close to the beach, a cat has obvious advantages. It

might be summed up by saying that comfort usually trumps performance. The magic number on the boat again is a point of personal preference, but there should be plenty of room to relax. It ran all the way from 10 party h.arties on a 52 footer to a quiet cruise with only 2 couples

There is no question that bigger is better...

Here compatibility and experience become factors and it is not uncommon to have 3 or 4 couples on a 41 to 50 foot cat or even a monohull. One respondent had 2 couples on a 50 footer which sounded like heaven except for docking. Some even chartered more than one boat in a charter party which would address a different set of issues. There is no question that bigger is better as long as you can handle the boat in close quarters. In fact, our experience in Belize was that The Moorings insisted on having their own staff take the boat away from the dock when departing and also on the return regardless of the boat or the skill of the skipper chartering.



Prior to the charter, have a group meeting of those going if possible and do some research on the area if you have not been there before. There are excellent cruising guides available for all areas and it is highly recommended that you read them beforehand. Anchorages, route planning, shopping,

snorkelling or diving spots, and local attractions will be discussed. It will also help to you decide on exact areas of interest and to plan out your itinerary. Once there many companies will provide some sort of briefing for first timers. This should include local hazards and preferred anchorages. The one in Belize took us a couple of hours and was worth every minute.

When it comes to choosing a charter company, it seems that you get what you pay for.....

When it comes to choosing a charter company, it seems that you get what you pay for. It will take some research and there is plenty of information available. Some of the companies that have been used include The Moorings, Sunsail, BVI Yacht Charters, TMM Yacht charter, Horizon, and Voyage Charters. All got good reviews, with the exception of Horizon. Voyage had one unsatisfied customer and one very satisfied one. Selection might depend on personal experience as well as price, but an endorsement by a friend will carry a lot of weight. Ask around and get as many views as possible about the company and their fleet. The price is usually



reflected in the size of course, but also in the age of the boat. Some companies offer newer boats at a premium price. For some it was felt this was well worth the extra and hedged against having to do your own maintenance along the way. We all own boats and we should know what can go wrong. It also highlights the point that a complete check should be made of all the systems before you accept the boat and if something is amiss take pictures. There is nothing like having to deal with a clogged head the first day out. Having all systems working will make for a much more enjoyable experience for the whole crew. It would not hurt to take along a few basic tools either, and don't forget a roll of duct tape. Most companies are very responsive to any gear failures and pride themselves in getting things fixed as quickly as possible. If something does go wrong, they should either refund part of the fee or add time to your charter, at least the more reputable ones will. There is nothing more annoying than waiting for the fixer to arrive when you should be off enjoying the sun and sea.

TIPS ON BOAT CHARTERING (Cont.) The basic amenities should include a dinghy with an outboard, BBQ, sound system, head per cabin, electric windlass if you plan to anchor anywhere, sail stacker, refrigeration, chart plotter, and VHF. Some respondents had the benefit of electric halyard winches and air conditioning. Another advised against an inmast main furler. Of course, safety equipment must be in good condition and in accessible places.



The last few points that were included in the survey include provisioning and whether to anchor or look for marinas. Of

course, it all depends on where you go. In the BVI there are a lot more choices than in Belize. We found that in the Grenadines there was a wide choice to do either. It is very common to approach an anchorage and find mooring balls available. Like sea gulls, the locals can come out of nowhere and the next thing you know there are a couple of them trying to entice you to use one of theirs. This can be a bit of sport and for typically between \$15 and \$25US they will guide you and assist you in picking up a ball. If you are on a cat this is well worth it, but don't avoid anchoring too. Some of the more secluded spots may not have balls and anchoring might be the only option. Of course, sometimes there are marinas along the way and this option can provide a spot for some reattachment to the land, but can be rather pricy. If they have a restaurant the docking fee may be waived if you eat there. Do take the opportunities, though, to go ashore when you can and enjoy the local culture wherever it is in the world.

This brings me to the last point and it is whether to eat ashore every night if possible, buy your own



provisions and cook your own meals, or to have the

charter company provide everything. On this one the most common approach is to do your own provisioning and eat ashore occasionally. The first time we chartered in Belize we did not know exactly what to expect, even from our research, so we had The Moorings provide the grub and liquor. If we went back there a second time we would definitely do our own shopping since we found it all came from a local supermarket down the road. A bonus was fresh fish right off the spear gun of a local fisherman. In some areas you can arrange it all over the internet ahead of time with a local store and most will even deliver to the boat. As for liquor, there are always tendencies to overestimate or underestimate and only experience and the habits of the charter party will sort that out. Buying it from a local shop will usually be cheaper. In some spots the locals in runabouts will happily supply beer and maybe even ice.

I hope this has wetted your appetite to go chartering if you have not done so, and maybe brought back some fond memories for those that have. There are plenty of places to go and lots left to see.

~~~~~

BVI Yacht Charters  
PMB 450  
3202 Demarara Mall, Ste 6  
St Thomas, USVI 00801-6445  
Toll Free: 888-615-4006  
Phone: 284-494-4289  
Fax: 284-494-6552  
E-Mail [charters@bviyc.com](mailto:charters@bviyc.com)  
Skype: bviYachtCharters

The Moorings  
93 North Park Place Boulevard Clearwater, FL 33759  
Phone: 888-952-8420  
Email: [sales@moorings.com](mailto:sales@moorings.com)

Sunsail  
93 North Park Place Blvd, Clearwater, Florida 33759  
Phone: 888.350.3568

Voyage Charters  
Email: [info@voyagecharters.com](mailto:info@voyagecharters.com)  
Phone: +1 410 956 1880  
Fax: +1 410 956 6919  
Toll Free: +1 888 869 2436 (USA)

# Ocean Racing on Bella J

by Dave Humphries



The skipper and Crew of Bella J flew to Halifax to return her home after a season away from the RNYC, They had raced the 2011 Marblehead race and the boat also entered The Chester Race week in 2011. So after a few return trips to Halifax to get her ready Ray Rhinelander and Rob Gosse had Bella in racing trim.

The Race started from Halifax Harbor and finished at the French Island of Saint Pierre and Miquelon. The first few days saw the crew do a few sea trials and partake in some social events at the Royal Nova Scotia Yacht Squadron. On starting day there was a lot of excitement in the air as the 29 boats, Including Nomad and Bella J prepared to leave the wharf. The French media were doing interviews and taking pictures and one of Bella's crew was interviewed by Global National.

There were large crowds of people lining the Halifax waterfront and an escort of 2 Canadian Navy Warships for the start on July the 8<sup>th</sup>. It seemed there were sailboats everywhere on the startline, however as the different classes entered the start sequence order quickly returned. Bright sun and a decent wind for the start were the order of the day. We raced in IRC division one with 3 other boats, a Top 50, a Farr40 and a Swan 48. The top 50 is a ketch sailed by a professional skipper out of the French Carribean, the Farr was out of Qubec and the Swan is sailed by an American out of New York Yacht Club.

We passed a lot of the PHRF boats on the way out of the Harbour and headed up the shore into the night. We set up a 3 hour watch schedule and enjoyed the warm weather. We watched as the fleet split up with some boats going inshore and some offshore. The night watches required a sweater but were pretty comfortable. The next days dawn brought more sun but slightly less wind and we opted to stay close to the Rhumline.

The day was passed with meals and much water sunblock and sail trimming. We saw what appeared to be several large whales possibly Finn whales way off in the distance but we were too far away to positively identify them. Later in the afternoon we

were blessed with a large pod of white sided Dolphins playing in the bow wake. The crew managed to get



some great pictures and Go pro video of the dolphins. The evening meal was prepared and sails

changed then during the night there was some excitement as a pod of Dolphins again started to play with the boat. In the complete darkness you could hear them splashing and breathing but all you could see was the spiraling trails of greenish phosphorescence they left in the water and brief flashes of colour as they would come up for air near the bow wake. This was probaly the highlight of my trip.

As the end of the race was in sight we were reaching between the Islands of Saint Pierre and Miquelon we saw a lone orca swim past the boat but we were preparing to Gybe the chute so didn't have time to get any pictures of it. The wind was really honking on the other side of Saint Pierre and as we flew through the channel and headed upwind into the harbour we could barely hold on as we were way overpowered. We were probaly the 5<sup>th</sup> boat to tie up and were met at the wharf by our host family playing traditional French accordion music. This was a really nice way to end a 49 hour race. Sails were folded and stowed Customs was cleared and then the party started. Other crews arrived throughout the day and stories were told of humpback whales breaching and on one boat , a J35 being doublehanded, having stove erupt in flames when they tried to cook their first meal of the race.



This was my second venture into Ocean racing and I have to say that the sailing was epic, the hospitality of the people amazing and the wildlife was incredible. I am hooked and eager to do it all again in 2 years time. The crew for this race was skipper Ray Rhinelander, Watch Captain Tim Legrow, Scott Harding, Bob Magrawth , Paul Baker, Rob Gosse and myself.





## SEMI ANNUAL GENERAL MEETING



The RNYC held its Semi-Annual AGM on November 21. In excess of 25 members were in attendance and heard presentations by Commodore John Walsh and his Executive on what activities and achievements had taken place at the RNYC in the past year. The slides used to illustrate these presentations can be found in the Member`s area on the RNYC web site.

Past Commodore Barry McCallum then informed the membership that at a meeting of Past Commodores presentations were made by Commodore Walsh and incoming Commodore Peter Lawrie. Incoming Commodore Lawrie presented his proposed slate for the Executive to the Commodores who accepted it unanimously.

Incoming Commodore Lawrie then introduced the proposed Executive to the members who adopted it as presented, and then said a few words on his plans for 2013.

The following is the slate of Officers and Executive for 2013.

### Flag Officers

Commodore  
Vice Commodore (Finance)  
Rear Commodore (Wharf Allocations)  
Rear Commodore (Facilities)  
Rear Commodore  
Immediate Past Commodore

### Name

Peter Lawrie  
Donna Marie Humphries  
Alasdair Black  
Leo Quigley  
Vacant  
John Walsh

### Executive

Communications & Secretary  
Easter Seals  
Junior Sailing  
Launch & Haulout  
Membership Services  
Power Boat Events  
Race Committee Chair  
Safety Officer  
Social Events  
Special Projects  
Ex Officio: Spindrift & Website

Tess Burke  
Eg Walters  
Doreen Neville  
Rodney Miller  
Derek Stapleton  
Wayne Morgan  
Kim Crosbie  
Ted Laurentius  
Dave Humphries  
Dwanda Newman  
Ken Corbett

Commodore Walsh concluded the meeting by thanking the 2012 Flag Officers and Executive for their help in 2012. He also thanked General Manager Jim Eastman as well as all the yard and kitchen staff for their great work during the past year.



### SAILING SCHOOL by Dennis Hanlon

Where does the time go? It seems like only yesterday the Grand Bank Cup regatta was in full swing and now here I am saying goodbye. This past year has been a wonderful experience for me and I would like to thank the membership for granting me the opportunity to represent the sailing school on



the executive committee. Thank you to John Walsh and all of the committee members who put up with my naive questions and mistakes and went out of their way to make me feel welcome. I could not have asked for a more supportive group to work with. I would also like to thank Jim Eastman, Steve, Corey and our dedicated kitchen staff for all their help – they are true champions of the sailing school who quietly support the school's operations on a daily basis and are absolutely vital to its success. Finally, a huge thank you to Simon Rees, Justin Bean and all of the instructors of the sailing school – their leadership, passion and dedication has been truly extraordinary and an inspiration for us all.

I am delighted that Doreen Neville has stepped forward to take over the sail school responsibilities for the 2013 season. It was Doreen who reminded me a year ago that the system works if we all take our turn – it is a comfort to know the school will be in good hands and I know she will do a fantastic job.

# ADVERTISING IN SPINDRIFT

Starting with the Spring 2013 issue of Spindrift, it is proposed to offer businesses and organizations the opportunity to advertise in Spindrift. Spindrift is published three times per year in Spring, late Summer and end of the year.

Each issue has a mailing of around 300 copies. In addition, it is published on the RNYC's web site which is viewed over 25,000 times each year.

The amount of advertising in Spindrift will be limited to a maximum of 20% of the total pages printed.

To introduce this concept to Spindrift, we are offering a special rate to organizations that sign up before the Spring issue is published in early June.

| <b>Full Page</b>                 |       | <b>SALE</b> |
|----------------------------------|-------|-------------|
| Single Issue.....                | \$150 | \$100       |
| Three issues (no changes).....   | \$250 | \$200       |
| Three Issues (with changes)..... | \$300 | \$250       |

Back Page will have a 50% premium  
Inside covers will have a 25% premium

| <b>Half Page</b>                 |       |       |
|----------------------------------|-------|-------|
| Single Issue.....                | \$ 80 | \$ 50 |
| Three issues (no changes).....   | \$150 | \$125 |
| Three Issues (with changes)..... | \$175 | \$150 |

Back Page Not Available for Half Page  
Inside covers will have a 25% premium

| <b>Quarter page</b>              |       |       |
|----------------------------------|-------|-------|
| Single Issue.....                | \$ 50 | \$ 40 |
| Three issues (no changes).....   | \$115 | \$ 90 |
| Three Issues (with changes)..... | \$125 | \$100 |

Back Page & Inside covers not Available

| <b>Eighth Page</b>               |       |      |
|----------------------------------|-------|------|
| Single Issue.....                | \$ 25 | \$20 |
| Three issues (no changes).....   | \$ 55 | \$45 |
| Three Issues (with changes)..... | \$ 75 | \$60 |

Back Page & Inside covers not Available

Adverts can be created based on your specifications for \$25.00 and up based on complexity

**Deadline for Sale Rates & Payment: April 15, 2013**

**Deadline for Advertising: May 31, 2013**

Date of payment for advert will be used to determine placement of advertising. Organization will be contacted in the event that the requested page is not available.

Adverts should be submitted as .jpg or .bmp or .pdf files with a minimum of 300dpi resolution.



## 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 |
|---------------|--------|----------------|------|--------------|
| Power         | 31'    | Silverton 31   | 1976 | \$18,500     |
| Sail          | 30'    | San Juan 30    | 1976 | \$22,500     |
| Power         | 28.5'  | Bayliner Ciera | 2001 | \$45,000     |
| 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 |



## LET'S END WITH A SMILE

Just before Christmas, there was an honest politician, a kind lawyer and Santa Claus travelling in a lift of a very posh hotel. Just before the doors opened they all noticed a note lying on the floor. Which one picked it up??

Santa of course, the other two don't exist!

^ ^ ^ ^

A man in Scotland calls his son in London the day before Christmas Eve and says,

"I hate to ruin your day but I have to tell you that your mother and I are divorcing; forty-five years of misery is enough".

"Dad, what are you talking about?" the son screams.

"We can't stand the sight of each other any longer", the father says. "We're sick of each other and I'm sick of talking about this, so you call your sister in Leeds and tell her".

Frantically, the son calls his sister, who explodes on the phone, "Like hell they're getting divorced", she shouts, "I'll take care of this".

She calls Scotland immediately and screams at her father, "You are NOT getting divorced. Don't do a single thing until I get there. I'm calling my brother back and we'll both be there tomorrow. Until then, don't do a thing, DO YOU HEAR ME?" and hangs up.

The old man hangs up his phone and turns to his wife.

"Done! They're coming for Christmas - and they're paying their own way."

\*\*\*\*



## Please Note: CHRISTMAS IS CANCELLED

Apparently, YOU told Santa that you have been GOOD this year ...



*He died laughing*

<><>

It was Christmas eve, and Santa was really busy making his list and checking it twice, when there came a knock at the door. His wife comes in. "Honey, where do you want me to put your boots and gloves?"

Well, Santa is very busy and so he's slightly annoyed by this trivial question, so he snaps at her, "Put them by the front door, and stop bothering me. I'm trying to get some work done." He starts back to work, but a few minutes later an elf barges in. "Santa, we got all the toys wrapped, what should we do with them?"



Santa snaps, "Stick 'em in the sleigh! Can't you see I'm trying to get ready? I don't want any more interruptions!" But sure enough, as soon as he starts back to work, there is another interruption. An angel, standing at the door, says, "Santa, I have your Christmas tree. Where would you like me to put it?"



And this is where we get the tradition of placing an angel on top of the Christmas tree.

####





## TWAS THE NIGHT BEFORE CHRISTMAS

Twas the night before Christmas and all through the boat,  
The bilge pumps were hustling to keep us afloat,  
The children were nestled all snug in their berths,  
(We sleep here most nights to get our money's worth)

As Ma read Jackie Collins and I guzzled beer,  
She said "You've had enough, now come to bed dear."  
Then out on the dock there arose an uproar  
As I reached in the Igloo to get just one more.



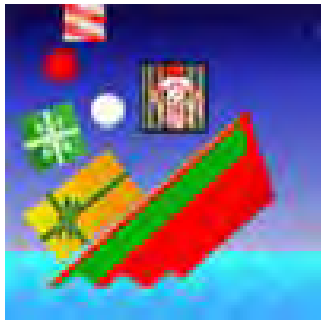
So up went my head out of the hatch.  
(Though I should have thought first to undo the latch.)  
I saw stars for a moment, and as quick as a blink  
My wife yelled, "See, you've had too much to drink!"

The moon on the water lit the marina up bright  
(Which was good, since the kids had lost my flashlight.)  
Then what with my wondering eyes should I see,  
But a fat, fuzzy old guy in a Bayliner Capri.

Instead of an outboard hung on the rear,  
Tied to the bow were eight tiny reindeer.  
More rapid than Reggie, these coursers they flew,  
And on each of their hoofs was a Topsider shoe.



With crashing and bashing and banging and knocking,  
I knew in an instant they must be docking,  
"No Dasher! Hold it, Dancer! Damn you Prancer and Vixen.  
Op, Comet! Grab a line, Cupid! Get bumpers, Doneer and Blitzen!  
Look out for that boat! Watch that seawall!  
Now fend off, fend off, fend off all!"



He was dressed in a red cap ringed with fur trim  
Along with a Speedo that covered just a fraction of him.  
I was shocked and astonished. What could I say?  
I also go boating dressed exactly that way.

He then grabbed a bag, a bulging huge sack,  
And hoisted it up onto his back,  
He also had sponges and a mop in his grip,  
As he waddled his way o'er to my slip.



He said "My name's Nick, and my friend, I can tell  
That your gel coat needs buffing and your teak looks like hell.  
Your vinyl needs cleaning, your lockers arranging,  
Your holding tank pumping, and your oil a-changing,  
You've put these jobs off for too long and you know it.  
So here's all that you need. This time don't blow it."



Then as quick as he came, he was back on his boat,  
His reindeer revving and eager to tote.  
"Merry Christmas!" he called as they cruised through the night.  
"And regarding the beer Joe, your wife she is right."

# ROYAL NEWFOUNDLAND YACHT CLUB INFORMATION

## 2012 RNYC CLUB EXECUTIVE

### FLAG OFFICERS

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

### EXECUTIVE

|                |                             |                                                                              |
|----------------|-----------------------------|------------------------------------------------------------------------------|
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| 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

|                   |                            |
|-------------------|----------------------------|
| Friday December 7 | Club Christmas Party       |
| Sunday December 9 | Children's Christmas Party |

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## CONTACT INFORMATION

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