

Official Newsletter of the Royal Newfoundland Yacht Club

The Spindrift News



Volume 9 Issue 1

AWASH!

UNWELCOME BOAT VISTORS!

By Derek Stapleton

DOWN THE WATERWAY WITHOUT A PADDLE

By Rodney Miller

CREW OVERBOARD RECOVERY

By Ted Laurentius

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SPINDRIFT



May 2013



WELCOME

Spindrift has undergone a number of changes in the last few issues with the goal of making it a magazine that our members want to read. While we still include some Executive Member reports these have been decreased in number and more articles of general interest have been included. These have included articles and photos submitted by members, articles from the club's old Plimsoll Magazine, and articles from other sources. We have attempted to improve the appearance of the magazine and moved to an 8 1/2" x 11" format.

While the cost of making these changes is not great it is an extra cost to the club. In an attempt to help defray the costs of publishing and mailing Spindrift, we are introducing paid advertising with this issue. We want to thank Exit Realty on the Rock, Coleman's Mat & Marine and Roebothan McKay Marshall for coming onboard as advertisers and supporting us. Please support these businesses that are supporting your club.

In this issue, we are pleased to announce the introduction of a Corporate Membership to the club. Please review the information and bring to the attention of your corporate management.

I wish everyone a successful launch and a great, safe boating season.

Ken Corbett - Editor

FROM THE COMMODORE'S DESK



First of all, it gives me great pleasure to write to you as the Fiftieth Commodore of the Royal Newfoundland Yacht Club, I am truly honored to serve on your behalf. I want to take this opportunity to express a huge thanks to Immediate Past Commodore John Walsh for the tremendous job he did in directing us last year.

It is the middle of April as I write this and the snow has disappeared, the Bay is very calm today and the sun is shining.

I have the feeling that winter is on its way out, however I am sure we will get a reminder soon that spring and summer are not quite ready to arrive.

By now most of us will be thinking about all the work we have to do on our boats before launch and some of us will have been attending to the work already.



As you are aware, work has been ongoing with the



replacement of the South Wharf since last fall. The wharf construction is well underway and we are aiming for a May completion. Those of you who have seen the wharf under construction will

agree that the work is excellent and the resulting structure will serve us well into the future. Just a reminder that the south wharf area is still a construction zone and members are asked to stay off the South Wharf until it has been handed over to us by the contractor.

FROM THE COMMODORE'S DESK (Cont)

The barachois took a considerable amount of damage as a result of the storm surge at the end of March with much of the seawall being washed into the channel. Repairs to the barachois are now underway. We thank all those involved for their quick and efficient response to the incident.



We have a wonderful Executive in place this year working hard on your behalf; seven new individuals and ten of the previous executive have returned. Our priorities are the completion of several major



work projects which include completion of the south wharf, necessary upgrades to the kitchen, replacement of the launch ramp, and maintenance of our

critical equipment. Our actions throughout the year will be guided by our Strategic Plan and the results from our Member Survey with a major focus on financial restraint.

A very important order of business, as we approach the boating season, is the activity surrounding launch. We ask that you are ready to launch when required. A delay can cause a domino effect on others and can be a costly exercise if we have to double handle boats. Executive Committee Member Rodney Miller will coordinate the launch this year along with our General Manager and Yardmasters. So please be ready when scheduled.



Let me take this opportunity to welcome all new members to our wonderful club. Keep in mind that June 7th is "New Members Night", where all of us get a chance to welcome those members who have

joined us in the past twelve months. Also on this night, we present Flag Officers with their "burgee" and honour our immediate Past Commodore. I look forward to seeing you at this most enjoyable and casual event.



In closing, my wife Joy and I wish you a safe and happy and enjoyable boating season ...see you out on the Bay, or around the club.

Peter Lawrie
Commodore 2013

BOATING IN CANADA



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The Commodore's New Boat

FROM THE CLUB MANAGER'S DESK

Firstly I would like to welcome back all our returning members for what we hope will be another great year at the Royal Newfoundland Yacht Club. To our new members, welcome aboard. You have a great group of members and staff to get to know and I encourage you to do just that! And while it is always great to welcome new members we also must say goodbye to some old friends. This year starts with close to a dozen long time members from the club having sold their boats and moved on. A new chapter in their lives and I wish them all well in the future. Do try and drop by for a visit and to say hi! I'm sure there will always be a boat heading out on the bay that you could climb on if you wished.

On our cover you will see a picture of our damaged barachois (see page 18 for more pictures). I am please to say that repair work started on April 18th and is progressing well. I do not anticipate any issues for the membership as a result of this damage especially by the time boats are launched and in the water.

For the upcoming boating season I wish everyone a safe and fun year. I look forward to seeing you around and encourage you to use the club and restaurant as much as possible. There is a great lineup of social and boating events to choose from. If you have any questions please feel free to drop in or give me a call.

Cheers,
Jim

ADVERTISING IN SPINDRIFT

Starting with the Spring 2013 issue of Spindrift, businesses and organizations were given 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 advertsing in Spindrift will be limited to a maximum of 20% of the total pages printed. If you are interested in advertising in Spindrift, please contact Ken Corbett at kcorbett@nf.sympatico.ca or the RNYC Office manager@rnyc.nf.ca

2012 EASTER SEALS REGATTA

Those of you who attended last year's Easter Seals Regatta will remember the Easter Seals Ambassador for 2012, Liam Hickey.

Liam was the proud recipient of a scholarship presented to him recently by Fraser Edison.



2013 EASTER SEALS REGATTA

Please remember that the 2013 Easter Seals Regatta will be held on **Saturday August 24, 2013** and we would like to see a high percentage of members participate to give the children and their families a day they will remember.

This year's Honorary Chair will be Greg Roberts and the 2013 Easter Seals Ambassador is Abby Quigley. It's never too early to start fund raising for this great event. Again this year we are pleased to say their will be a ticket draw for a weekend in Toronto with air, hotel and tickets to a concert of your choice as the prize. On-line donations will again be possible and we hope we can help the Easter Seals Organization and the kids they support even more this year.



So start thinking how you can decorate your boat for the parade and get that supply of candies bought for tossing to the kids. Show the kids we care through your support and participation this year.

Launch Time Safety

In the Spring edition of Spindrift last year I mentioned that we live in eternal hope that the season will be a good one. Well, our prayers were answered and now we can only hope this year will be as good as last summer and soon it will be warm enough to get on the bottom paint. Before we know it we will be back on the water again.



This leads me to my annual reminder about working safely around your boat while still on the hard. I cannot overemphasise the importance of using the correct equipment and safety gear when preparing the bottom. If you are going to use equipment such as a sander or grinder, please use gloves and eye protection. If there are dust or paint particles flying about, please use breathing apparatus. The antifouling paint has some really nasty bits in it which are harmful to skin contact and worse, ingestion.

The next most important reminder is to make sure that the ladder you are using is in good repair and the right size for the job. It might sound like a broken record, but I



am shocked every time I walk around the boats and see the condition and construction of what you trust with your life when you climb aboard your boat. And don't forget to tie it on to the rail or something else solid when your head reaches the deck. We have already had a few accidents involving getting onto and off boats and we do not want any more.



One last note about launch is to please stay away from the Travel Lift when it is operation and this means not crawling around under your boat while

it is in the slings and unsupported. Yes, I know, how are you going to paint that last little bit of the keel. But I have to at least warn you about it. Besides, will it really make that much difference? One little drag of the keel in the mud and it is gone anyway.

This spring or early summer I hope to do a "Crew Overboard" presentation. There is an article in this issue on the subject and it should be a primer if you intend to sit in on the seminar. Watch out for further details. If there is some interest in or other courses/seminars such as Navigation/VHF operation, I would be happy to do these again. Just let me or Jim know.

Finally, I would like to draw to your attention to a new product that I saw this Christmas that was given to someone as a gift. It is a personal VHF radio that could save your life. It may be found at <http://www.nautiluslifeline.com/> and is Canadian made. This little radio is completely waterproof and will be able to send a GPS position of your location should you ever go over the side. You can also talk to the mother ship and tell them where you actually are if they have lost sight of you. Originally designed for divers, it is the perfect radio for sailors too. The price is very reasonable considering the features so please check it out. Every life raft should have one so include it in your ditch kit.



Have a safe boating season and see you on the water.



When it comes to safety, we're in the same boat.

Wishing members of the Royal Newfoundland Yacht Club
a safe and successful season.

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WHARF RENOVATIONS

Since work started, the demolition of the South Wharf and the building of the new Wharf have been photographed. Photos from the start in November until December 3 were in the December issue of Spindrift. Photos of the work since then with an initial reminder of what we started with are here..



November 13, 2012



December 7, 2012



December 12, 2013



December 20, 2013



January 8, 2013



January 23, 2013

WHARF RENOVATIONS UPDATE

No work performed January 28 - March 4



March 7, 2013



March 15, 2013



March 22, 2013



March 28, 2013



April 5, 2013



April 9, 2013



April 18, 2013

FACILITIES ACTIVITY

By Leo Quigley

Facilities Coordinator



Well in case you haven't been around the Club lately, let me tell you there's a lot going on around the place...to wit:

South Wharf:

You've no doubt seen the photos of the new South Wharf taking shape, periodic updates having been provided on the website. I have to say we are all very impressed with the quality of construction! The highest compliments go to Seagull Construction – Brian Power and his team have been absolutely superb to deal with! As of this writing, the main structure of the wharf, as well as the end tee section are complete – all that remains of the structural work are several “side-on” wharves.

The electrical scope of the work has presented significant challenges. We (prudently, I think!) engaged the inspections branch of Service NL early on and were rejected in our initial design – this has been overcome and the design is finalized. Equipment delivery lead times continue to be a challenge. Power cables have now been received and are being installed; the power pedestals and necessary distribution panel are in production with expected delivery late May which causes us to have to advise that the electrical system on the South Wharf will not be completed until very late in May. Boats on the South Wharf will not have power before then! We suggest that berth holders be aware of this reality in advance of launch. If anyone has any issues or concerns that I can assist with in any way, please feel free to contact me directly. My cell phone number is (709) 682-0953 and it is always on!



Launch Ramp:

The launch ramp has a new concrete surface – the new ramp was poured in two sections with the help of volunteer members, as well as assistance from Seagull Construction's cement finishers and the handiwork of Steve Porter! The rough texture is deliberate since many users requested we make the surface as rough as possible for maximum traction for hauling out large boats, particularly on such a steep incline. I think you will all agree this is a great improvement from the broken asphalt, gravel and bouldered surface of last year!



Kitchen:

Work is well underway on the kitchen – here, we have had our challenges with contractors living up to commitments. The work should be finished by April 24 and we will all breathe a sigh of relief when we see that, I can assure you! Vice-Commodore Donna Marie Humphries is spearheading an initiative to help clean and spruce up the kitchen and Club Restaurant and I am happy to be supporting her in this. Invitations for helping hands have been sent out by email and I have to say the response has been overwhelming. It is very heartening to see not only the willingness of members to contribute but the eagerness to do so, as well as the appreciation being expressed for having been asked! Rest assured, you will all get your chance to hold a paintbrush, and a very sincere thank you indeed!



Facilities Activity (cont.)

Other Facilities Work:

In comparison to the above major undertakings, all other facilities jobs seem miniscule in proportion. However, we are very much aware of the need to present a vibrant, clean, well-maintained and



attractive environment for our members to enjoy. Some of the initiatives planned include scraping, caulking and painting the outside of the Clubhouse as well as windows and door

trim, repair of roof leaks, painting the rusted gasoline storage tank and a host of other minor chores – don't forget, "The List" has more than 80 items on it! That means there'll be something for everyone to do this summer!

I would like to take this opportunity to thank members for their continued patience and understanding during this period of renovation and improvement of our Club. Rest assured we are working diligently to put in place these necessary upgrades and we regret any inconvenience caused by the disruption. If there is anything that I personally can do to help alleviate any inconvenience, I will be all too eager to do so.

All of these projects could not have come about without the contributions of many committed members. Our Club will be greatly improved through their efforts and you will soon see the benefits, not only of their labours but also of your loyal support.

Thank you
Leo

P.S. If you have not already done so, please read the following invitation requesting members to volunteer their assistance.



RNYC Maintenance Sub-Committee Invite

Dear RNYC Members,

As announced at our Spring AGM, it is the intention of the Executive to set up a sub-committee reporting to the Executive through the Facilities Coordinator to invite Member involvement for the regular and ongoing upkeep of our Club

The last couple of years, we've held a "Clean-Up Day" in early June and have been overwhelmed by the turnout and contribution of Members. We received numerous suggestions from Members who would love to have more opportunity to chip in and contribute to the preservation of our wonderful facility.

The plan we have in mind is simple: We want you, our Members, to enjoy the experience of contributing a little bit of time to your Club. This is not meant to be an obligation or to weigh too heavily on any one Member or group of Members. It is meant to be enjoyable, rewarding time spent improving in some small way the appearance and decorum of the Royal Newfoundland Yacht Club!

We would like to get the ball rolling by inviting you to help with some minor repairs inside our clubhouse. As you know, we have been undertaking some extensive and very necessary renovations to our kitchen for safety and regulatory compliance. The kitchen work should be finished very soon and, following this, a concerted effort at cleaning and painting parts of the kitchen would be highly desirable! You may have noticed also that some areas of the restaurant are in need of a touch-up here and a bit of plaster there – all within the capabilities of eager and resourceful homeowners and club members! We are asking for volunteers to spray, wipe, wash, sweep, scrape, paint, and generally just help us out with a bunch of these small tasks. Similar initiatives involving outside work will be planned as the weather warms a bit

Please RSVP letting us know if you can contribute to our planned inside work or if you can be available to chip in throughout the year for similar upkeep type initiatives! In the meantime, if you find yourself unable to participate, please do not feel badly – there are many ways to contribute and each has his own contribution to make! We will announce the date and time of our first event when we are a bit closer to the completion of the kitchen work but in the meantime, your feedback will be most welcome!

Thank-you for your consideration of this, and we'll do
11 all we can to make it as much fun as possible!

NEW CORPORATE MEMBERSHIPS BEING OFFERED

Royal Newfoundland Yacht Club **Corporate** Membership 2013

The Royal Newfoundland Yacht club is excited to launch a new Corporate Membership for the 2013 season. Become a corporate member of the Royal Newfoundland Yacht Club and soak in the beautiful panoramic views of Conception Bay, Kelly's Island and Bell Island while enjoying a leisurely dining experience in the main dining room or on the adjacent deck. Relish freshly prepared meals while watching whales, dolphin and eagles.

Advantages of membership include:

- Individual RNYC club memberships for up to 5 company executives or employees as designated by the corporation.
- One free rental of the Charles R. Bell room per member for a private meeting. *
- Complimentary facility rental (includes clubhouse, bar, kitchen and Charles R Bell room) for one exclusive corporate event annually. *
- Invitation for each member and a guest to all RNYC social events. See club events calendar online at <http://www.rnyc.nf.ca/> for a current list of events. **
- Access to the outdoor swimming pool (opened seasonally).

The Corporate Membership shall be comprised of full time employees or principals of the business or corporation as nominated by the business or corporation. The corporation/business shall be liable for all fees in respect of, and all expenses incurred by, its nominees.

Membership Fee: \$1,800 plus HST

Each summer our on-site Philip J. Keeping Youth Sail Training Centre offers classroom and on-the-water sailing instruction in partnership with the Newfoundland and Labrador Sailing Association (NLSA) and Sail Canada. These learn to sail programs are open to all youth in the Province. In an effort to update the learn-to-sail fleet and promote world class youth learn to sail programs, we are delighted to introduce the Corporate GOLD and PLATINUM Memberships.

If your business or corporation has a strong community sense and a desire to promote youth learn to sail programs, please consider our GOLD or PLATINUM membership:

Royal Newfoundland Yacht Club **Corporate GOLD** Membership 2013

The Corporate GOLD membership includes all the corporate membership benefits noted above plus:

- Individual RNYC club memberships for up to 7 company executives or employees as designated by the corporation.
- Corporate signage on one sailing school sail or boat to promote your corporation/business as a RNYC corporate GOLD member sponsor. (Corporate approved trademarks or logo's to be provided by the corporate member).
- One free adult learn to sail registration. ***
- ¼ page ad placement in RNYC Spindrift publication.
- Promotion of your corporation/business on the RNYC website as a corporate GOLD member.

Membership Fee: \$5,400 plus HST

Royal Newfoundland Yacht Club **Corporate PLATINUM** Membership

The Corporate PLATINUM membership includes all the Corporate and GOLD membership benefits noted above plus:

- Individual RNYC club memberships for up to 10 company executives or employees as designated by the corporation.
- Corporate signage on one sailing school sail or boat to promote your corporation/business as a RNYC corporate PLATINUM member sponsor. (Corporate approved trademarks or logo's to be provided by the corporate member).
- Three free adult learn to sail registrations. ***
- ½ page ad placement in RNYC Spindrift publication.
- Promotion of your corporation/business on the RNYC website as a corporate PLATINUM member.

Membership Fee: \$12,000 plus HST

NEW CORPORATE MEMBERSHIPS BEING OFFERED (Cont)

For additional information on any of our memberships please contact:

James Eastman, RNYC General Manager at 834-5151 or email: manager@rnyc.nf.ca

For corporate members looking for an on the water experience, you can add your name to our sail racing 'crew wanted' list. Skippers looking for additional crews check this regularly for Wednesday and Saturday races to supplement their regular crews.

The small print

* Club facility and Charles R Bell room rental access are based on availability and restricted to regular hours of operation. Reservations are on a first come first served basis. Food and beverage costs are additional.

** Additional event attendance fees apply per person. Additional guests are welcome subject to space availability.

*** To be utilized by a designated corporate member of the RNYC.

Your Corporate Logo could be featured on one of these boats.



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Call 834-5151 or email
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A LOOK BACK AT RNYC HISTORY

Royal Newfoundland Yacht Club

Launch April 1994



BOAT LAUNCH

Rodney Miller

As you read this, it should be that time of the year where you are feverishly preparing your boat in eager anticipation of your launch. Perhaps you have already launched and are enjoying a cool beverage on your boat on an unseasonably hot day.

Remember boats will be launched between **1 May** and **2 June 2013**. If you were one of the last boats out in the fall, you will be one of the first in this year

Here are a couple of things you need to do:

Sign your waivers prior to launching. Ensure your insurance policy is current.

Schedule a launch time. The launch times shown represent a general guideline. We need to launch 4 to 6 boats each day and staff will only work within their scheduled hours.

Ensure you are at the Club in plenty of time to launch. It is also advisable to bring help with you. The amount of time allotted for being in the slings is one hour. Any delays beyond this will be charged according to the fee schedule. Prior to launch have your berth lines ready and when launched move your boat to your slip as quickly as possible so the next boat can be launched.

Other important notes:

If your launch is delayed for an unreasonable period you may be subject to an additional charge as stipulated in the Member's Handbook.

If in doubt as to whether your launch will proceed (weather, etc.), call the Manager (Jim Eastman 834-5151). If you are not able to be there for your scheduled launch, inform the Manager immediately.

Any available launch opportunities will be used to launch "**ready to go**" boats. If you happen to be at the club other than your launch day and/or time and you are "ready to go" and your boat is accessible, please let the staff know as they **may** be able to launch your boat. You can also give your permission for staff to launch your boat when you are not present, however, this **must** be in writing.

If your boat is not ready to go when it should be and is blocking another boat from being launched, the Club has the right to move your boat when and where needed - at your expense. If you know in advance that launching your boat is going



to be an issue, please let the Launch Coordinator, Manager and/or staff know.

Masts will only be stepped during identified limited periods to ensure that priority is given to launch. Please check for the available times or talk with the yard staff.



Masts must be stepped or moved to top lot by **9 June 2013**. If you force the club to move your mast, you will be charged a fee.

All Boat trailers must be removed from the Club property within 7 days of your launch, with all trailers being cleared from the grounds by **9 June 2013**.

THIS IS AN IMPORTANT POINT. Parking is restricted in working areas. Each year we encounter frustrating delays because vehicles are blocking access and the owners have to be tracked down to move their vehicle. Parking can be an issue during this time of year so please do one of the following if your vehicle is in a working area **(1) leave your keys in your vehicle, or (2) leave your keys with the staff.**

Please remember that the staff are experienced, skilled, hard working and deserve your respect. Help them to help you! If, however, you find yourself in a situation where you have an incredibly overwhelming need to **vent your frustration**, please do not take that frustration out on the staff – rather, give me a call at the number below or talk with the Manager (Jim).

We are looking for member volunteers during launch. If you have some time during a day and wish to help out other members this is for you. Basically, you show up and identify yourself to the staff and/or the Manager as someone who can help other members for a few hours and they will give you a brightly coloured vest. Let's assume another member shows up to launch his/her boat and needs a hand tending lines while getting into their berth – they look for the brightly coloured vest and they have a helper. Staff can then concentrate on getting boats in the water during a busy time.

Finally, please remember we have a lot of boats to launch in a relatively short period of time. We are striving for efficiency. Please be a courteous member, being ready on time, and communicating any difficulties you may encounter with your scheduled launch will go along way to ensuring we have another safe and successful launch. We all want the same thing, get our boats in the water and enjoy those three days of summer coming our way!

UNWELCOME BOAT VISITORS

By Derek Stapleton

What a beautiful morning! The sun is shining and low and behold there is no wind (I'm now a power boater!). I haven't told you the best part yet; it's Saturday and, if at all possible, my lovely wife usually stands down her work demands. Quick to get up, have that welcomed first coffee, gather up the usual necessities and with our little dog in tow, it's off to the boat. Here in Newfoundland, if you are a boater or not, these mornings are so welcomed. There she sits at the dock with the sun beaming off her white gelcoat. I made a trip down to the Club the day before



just to make sure all was in readiness, including a good scrub with Starbrite non-skid deck wash. A couple of trips from the car and all is on the dock. It's going to be a lovely trip across the bay this morning I think to myself. One of those mornings when the twin Lehmans would be preferred to a sail, although it really doesn't matter as long as I am on the water

I asked Anne to hand me down the first of our things and it was then I noticed my lovely clean deck was marred by several dirty foot prints. Most boaters instinctively know when someone has been aboard and clearly this was the case. The next clue was the unlocked door making me quickly think if I had I left it that way the previous day? No matter because at first glance in the cabin all seemed to be in order. We loaded our belongs and groceries aboard and while Anne was in the forward cabin she asked "why did you leave the drawers open?" Well at that point it became



clear that yes, someone had been aboard and relieved us of a very select list of items. Usually at the beginning of the season, Anne places some medications aboard (Gravol and the like) and I stock our preferred drink in a locker that used to be the old icemaker. Well just like our 21 month old granddaughter says "Gone, All Gone". After experiencing that punch in the gut feeling, we went through the boat and found a few items missing including, of course, the contents of the liquor cabinet. With the exception of my prized Russell boat knife and a North Face fleece (I guess it was a cold night) little else had been touched or disturbed. Expensive

boating items were left in their respective places. There was no tear up of the cabin usually associated with a break in (I'll deal with that subject latter) and nothing was damaged. I guess we were lucky, although I didn't feel like it at the time!

Unfortunately, we can all be victims and I know many of you reading this have had similar or worse experiences. What we can do to protect ourselves has been the subject of discussion ever since someone first coveted another's property. My first thought was "we need night security". Let someone else guard over our prized possessions. How much can that cost? Well the truth is "it can cost a lot!". Just like our home, it would be nice if the police would do more frequent patrols of our neighbourhood; but that this is not always possible. So like our home, it falls upon ourselves to take steps to protect our boat and property; not withstanding existing Club security arrangements. I'm going to put forward some suggestions, none that anyone of us haven't thought of already. There is no harm in reminding ourselves of good, common sense practices



Most people know that boats, like cabins and summer homes, are generally removed of valuables for those months when not in use. If not, then we should really think about taking this important step. You will always have the occasional break-in regardless; but for the most part when we start coming back to our boats in the spring the potential for theft increases. We bring expensive tools aboard to either start or finish projects; so why not carry them back and forth with you rather than leaving them at the Club which is all but abandoned during those early spring nights? Yes, we are all anxious to get the boat put back together, but why re-install valuable electronics before you are in the water ready for that first cruise? Generally, by that time there is a lot more activity around the Club. I realize that removing electronics is not always practical, but you cannot deny they are attractive items for thieves. My general rule is "don't bring it to the boat until you are ready to use it". Likewise, at the end of the day, take a few moments to put things away. Don't leave those Steiner Binos hanging off the steering wheel in plain view as they may prove too great a temptation.



While some may disagree with this next tip; it cannot be denied that fire extinguishers have proven the source of vandalism aboard boats, and in our homes.

UNWELCOME BOAT VISITORS (cont.)



Rightfully so, we are taught to display them in prominent locations. I am not suggesting they be removed from the racks, but it may not hurt to obscure their location when we leave the boat. One less temptation if someone does come aboard

"Loose lips sink ships" or someone might comment that I was down on so and so's boat and guess what I saw! While the comment may be innocent enough, sometimes the origins of a theft may be closer than you think. Whomever went aboard our boat seemed to have a predetermined objective and had no intentions of damaging our property. It can't help but get you thinking!!

At any time of the year it is not uncommon to see "strangers" walking around the Club. Boats are an attraction and we are all guilty of wandering a marina lusting over that shiny 40 footer! If we see someone we don't recognize, it is in all our best interests to politely introduce ourselves and find out their purpose on our property. Wouldn't we do the same around our home? If something strikes you as suspicious, then make a note and politely advise that they are on



private property. If they are boaters or prospective boaters, then offer to take a few moments to show them around. Maybe a new member or even new friend may result. Several years ago, I confronted a couple taking photographs of boats at a Club I belonged to only to find out they were plain clothes customs officers. So you never know!

The season is underway and we all look forward to fun times on the water. In reality, we leave tens of thousands and in some cases hundreds of thousand of dollars tied to the wharf. In truth, the percentage of time we are actually at our boat is relatively short for many of us. What can we do to ensure it's all there when we come back? The Club (which means us) has spent money to install security gates, cameras and lights. They do help; but only if the right people know the gate code and the lights are actually working. For instance, if you see a light out let the staff know and ensure that follow-up action has been taken. It's not someone else's responsibility, it's ours. Don't leave the security gates ajar and if you find them open, close them. Now opening the proverbial can of worms, who should be given access to the gate code and for how long? I was just speaking with a yacht broker in Sarasota, Florida who generously offered up the security code for Marina Jack. I have never met the man and he had no idea of my intentions. By doing so, he has put all the other boat owners on the

dock at risk. Do we do the same? The intention is good but the end result may ruin somebody's entire season. How long has our access code been out there and maybe a change is in order? Do we need an ongoing updating procedure? Now that we have a "members only" section, what a great vehicle to regularly update our access security with little or no inconvenience to our membership. Just a thought

Security cameras are a deterrent to thieves, but only if the thieves know they are in place. Experience has taught us that thieves caught on video are often not identified solely as a result of the camera. The reality is that the actual fear of being caught on camera is the real deterrent. Lots of signage warning of video surveillance will often cause the unwelcomed to move on.



Walking around the docks you often see boats with a light left on inside or maybe the occasional radio playing. These simple steps do work! In some locations, boat alarms are common place and given the protection they afford, they are arguably a good investment. Don't forget good signage if you do install a system. The presence of a security system will often cause thieves to move on before they attempt a break-in. Oh yes, if you do go to the expense of a security system, ensure it is one designed for marine environment. If you do leave your boat for an extended period of time, let your neighbour know you will be away. Let Steve and Corey know as they are walking the docks daily. A break-in may be only one issue they can be on the lookout for, as a slowing sinking waterline can equally ruin your summer



"I forgot to tell Bob that my new security system vaporizes anyone who gets too close to my new boat. I sure am going to miss him."

Have I touched on all the aspects of security around the Club; absolutely not! If you take away just a few thoughts on this subject then that's good. Effective security is a combination of things and people working together. Any club or marina can be an easy target, but by taking certain measures from an organizational and personal perspective, the risks can be greatly reduced. I hope we all have a safe boating season and please keep an eye to your neighbour's back

BARACHOIS BREACH

As a result of extremely large and powerful sea surges on March 29, the barachois protecting the club and many homeowners around the pond was breached in several places.



**April 18, 2013
Repair Work
Started on the
Barachois**



WHARF ASSIGNMENT

Rear Commodore - Alasdair Black

All of us are without doubt looking forward to getting our boats in the water and tied up to the wharf; boaters on the new south wharf will be particularly keen. With that in mind I thought it would be good timing to remind members of some of the points contained in the members handbook. The handbook may not be a gripping best seller but it is the detailed source of all the best guidance. Section 9 concerns wharfs (pages 15-18 of the handbook) the following is a summary with some comments:

- If (and only if) you are on the South wharf; Item 30) talks of mooring lines and how to tie up. With the new wharf, lines **can** be tied to the new wheel guards (the long rail at the wharf edge).
- Please note that members are not permitted to make alterations to the wharfs without written permission.
- If you are not on the new wharf, continue to tie up to the most structurally sound structural beam under the deck as before.



In the past, Ted Laurentius has written notes on best practice for securing your boat, however please ensure that you use lines of suitable size for your boat. Spring lines are the

key as they do most of the work.

- Boaters are financially responsible for any damage they commit to a wharf or other property.
- Proof of yacht insurance must be shown on demand - \$1,000,000 coverage
- Do not tie up to a wharf without the approval of the Manager
- The club has the right to allocate and reallocate wharf spaces to ensure maximum utilization of available space.
- Please do not block the service wharfs

Wharf allocations. Written application is required (there is a waiting list) wharfs are allocated in a fair manner. Suitable wharf spaces will be offered after due consideration as available. This is a difficult process as there are many variables.

- (Items 18 & 19) summary - use it or lose it -

if the wharf space is unoccupied in one season/year, the space should be occupied in the successive and following season/year (assuming full membership is maintained) in order to ensure wharf space status.

If you are in a situation where you have an allocated space and you may not be using your wharf please inform the Manager and the Executive of your plans. The Executive can exercise discretion if informed. It is unfair to other members who do not have wharf space to see wharf spaces unused for extended periods of time.

- Please keep the area surrounding your wharf tidy (dock lines, return wheelbarrows, ramps, cables, hoses and obstructions on the wharf)
- Recycle ! and use the garbage cans. Waste oil must be put in the waste oil tank by the fuel dock. Please be responsible with our environment.
- Noise - TIE OFF YOUR HALYARDS please or risk having some sleep deprived fellow boater do it for you. Please be considerate regarding playing of music and loud parties.
- Close the gate and secure your valuables out of sight.



No one likes rules and regulations but all clubs have them for the benefit of all the members. A lot of thought and experience has gone into these policies and they are under constant review by the Executive. If you have any thoughts or comments please let a member of the Executive know by e-mail if possible as boating time is precious to us all.



Power Boat Events for 2013

Wayne Morgan

1. The Power Boat Poker Run is scheduled for Saturday July 13, 2013. At this point the itinerary will be the same as the past years (unless someone has some different ideas).



a) Boat owners must register their boat and the numbers in their crew at the club when the signup sheet is posted.

b) Captains and crew will meet at the club the morning of the event. All Captains are required to attend the Captains meeting to receive instructions and their information package.

c) Your kits will include instruction for the day's event

d) At each destination point each boat will be given a sealed envelope which can not be opened during the day. They are to be turned in when we arrive back at the club at the end of the day. There will be a total of five cards for each boat (one to be picked up at each stop).

e) There will be a meet and greet as well as a barbeque lunch at Bay Roberts mid-day.



f) All boats will meet back at the club in the evening for a barbeque dinner and the opening of the playing card. The best poker hands will be announced and the prizes awarded for the best poker hands.

g) There will be other prizes awarded also for various activities which will be held throughout the day (stay tuned for that). This is always a fun time.



Sign up early and the more the merrier. This will make for a fun filled day.

2. At this time we also have two other dates for Power Boat events planned: One June 29 and one August 17. Some suggestion for these events maybe an overnight in Bay Roberts or Harbour Grace. Another could be a Meet and Greet on the bay for an evening barbeque.

If you have any suggestions for one or more of these events please pass them along to me for consideration.

As always each of these date are weather dependent and alternate dates may have be chosen.

Remember your input is greatly appreciated. I look forward to a great summer of boating and meeting lots of new friends.

Always remember to check your boat before heading out on the bay and be SAFE!



SAILING SCHOOL

RNYC Sailing School "Sailing Starts Here!"

We will be holding a Gear Swap on June 22nd from 9am-4pm. Check the Web Site for more info!

The RNYC Sailing School is proud to offer the best sail training on the province. Our programs follow the newly developed CANSail module created by Sail Canada to ensure our sailors are meeting national standards. We are offering eight different programs this year for all ages. Check out our course offerings on our online registration for more details.

Safety is our top concern. If you sign up for a course that offers sailing in a dingy, a coach will



always be with you on the water in a safety boat. A coach will be onboard our 28 foot keelboat during all Adult Learn to Sail sessions. All of our coaches are trained in boat rescue, first aid,

and are official coaches through Sail Canada. Please bring your own PFD to your course and ensure it is approved and fits you properly.

New this year is our online registration. If you are interested in learning to sail or continuing your sailing career, sign up today!

www.rnycsailingschool.checkclick.com

If you wish to cancel your registration before the course start date, you must contact the sailing school office no later than one business day before the course



start date. In order to reserve your reservation, you must present your credit card information or pay up front. We accept cash, credit cards, cheques, or club accounts for course payment.

Our canteen is always opened during the programs for your convenience. The Yacht Club also has a full kitchen open during the day time from Tuesday-Friday for lunch orders.

Items you will need:

- PFD (personal floatation device)
- Sunscreen
- Sunglasses
- Hat
- Swimming Wear
- Water shoes/closed toed shoes that can get wet/sailing booties
- Towel
- Warm clothes that can get wet when sailing
- Wetsuit (optional)
- Sailing gloves (optional)

You are not permitted to sail dinghies in improper clothes such as jeans, hoody, heavy clothing (cotton) or improper foot wear such as flip-flops or sandals.

Be sure to check us out on Facebook at <https://www.facebook.com/pages/RNYC-Sailing-School/353655831368078>

We look forward to seeing you on the water!

Contact:

E-mail: juniorsailing@rnyc.nf.ca

Phone: (709) 834-8794

GEAR SWAP

The RNYC Sailing School will be having a yard sale/gear swap on Saturday, June 22nd 9am - 4pm

- Opened to the public and members
- Free BBQ
- Door Prizes
- Sailing

If you have any marine-related items you can donate to the gear swap, or wish to sell an item at this event (such as your boat), please contact Simon Rees at juniorsailing@rnyc.nf.ca.

MEMBERS' POLLS

We have been conducting Members' Polls for about a month now in the Member's Area of the RNYC Website. These are simple, single poll questions about club activities that take a minute to answer.

Results of the polls are immediately available and when the poll closes, we select one name from the respondents and award them a small prize, (bottle of wine, Fish & chips dinner etc.)

Response has not been overwhelming to this point but we hope as the season starts and more members visit the website, we will have more members participating. Take the Poll!

Crew Overboard Recovery Procedures

COB is the politically correct term that has been adopted by the Safety at Sea Seminars in North America. It used to be MOB, and at one point it was going to be Sailor Overboard, but somehow SOB did not quite sound right.

The idea of falling overboard scares the living daylights out of most of us and if it does not, it should. Of course, the easiest way to avoid the situation is to simply not fall overboard so I will address that first. Then I will talk about the situation where you have been attached to the boat by a tether, and then how to get back to recover the person in the water. The last step is the actual retrieval and getting the victim back safely onboard. All these topics are covered in the CYA seminar that I wrote several years ago and present at the club from time to time. Maybe this year will be a good time to do it after you have been given an introduction in this article. The odds are that it will most likely happen on a sailboat, but it can also happen on a powerboat.



The first assumption I will make is that you are wearing a proper life jacket. It may be an inflatable type or a permanent flotation type, but both should be tight fitting and properly secured. In rough weather and particularly at night it is a good idea to be connected to the boat by wearing a safety

harness and a tether. A quick note here on tethers. They should not be too long and must be secured to the boat at a hard point or to a jack line running fore and aft secured at each end to a hard point. A hard point is something bolted to the boat and does not



include the steering pedestal or shrouds and stays. It is also desirable to have a clip on the inboard end that can be detached under load in the event you have to release in a hurry if you are being dragged under. The safest thing to do is to be clipped inboard as far as possible to reduce the distance to the outboard rail or lifeline.

It has been shown that if you are in the water and the boat is moving any more than 2 knots you will not survive for more than a minute. Any faster than that and you will be dragged underwater and in all likelihood will drown. So let's take it to the next step and you have gone over the side and are attached by a tether and wearing your lifejacket. Immediately the boat must be slowed down and stopped. This is done by coming head to wind and getting the sails down as quickly as possible. On a power boat it means heading into the wind and shutting off the engine. More about that later. Here it is worth noting that the shorter the tether,

the better your chances. It is also an advantage to have the person on the windward side so the heeling boat gets them out of the water farther than on the low side. Recovery is harder on the leeward side if the sail is flapping about madly and you can see that the waves could be a factor on the windward side so getting the boat stopped and clear of sails should be the focus. The actual recovery back on board will be discussed below.



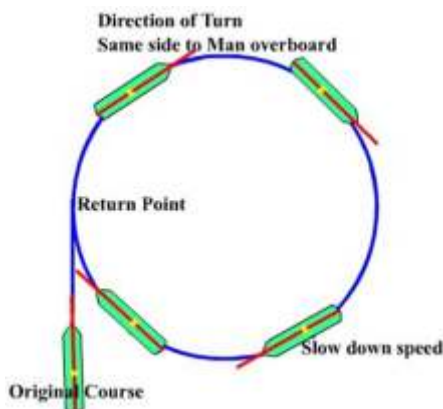
Okay, now we shall see what to do if the person is not hooked on and has gone clear overboard and you are sailing away from them. There are several ways to slow down and get back quickly the method depends on the size and type of boat and the experience of the crew and the weather conditions. There are too many scenarios to discuss here,

CREW OVERBOARD RECOVERY (cont.)

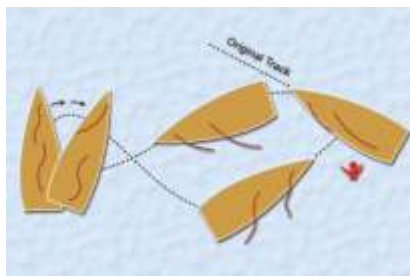
let's just look at one or two. As mentioned, you want to get back as quickly as possible for obvious reasons, the temperature of the water being important around here. The first thing is to alert the crew that someone is over the side and immediately throw out any forms of flotation at hand. This gives the person something to hold onto and also marks the area. You would not believe how small a head looks after you have gone 5 boat lengths away from it.

The next thing is to assign a spotter who will point at the person and not take their eyes off them. The spotter will continue to call to the helmsman just where the person is by saying how far away they are and pointing with an outstretched arm.

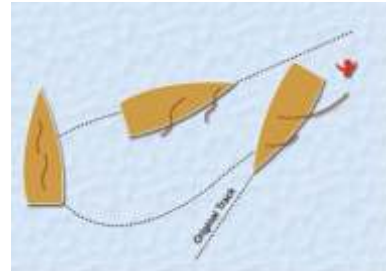
On a power boat you can execute a circle and bring the boat back to the position. The direction of the circle will be determined by which side the helm position is located so that the helm will be able to see the person while turning. Bring the boat back alongside the victim and prepare to recover them. Get a line to them and secured to the boat and then turn off the engine, not just put it in neutral. Too many people have been hit by the prop as there is a natural tendency for the victim's feet to want to swing in under the boat. Next, a word of caution here about not being side on to the wind. If you are lifting the person aboard at the stern and the boat is rolling from side to side, it is very dangerous, particularly if you have a swim platform and they could get caught under it as the boat rolls.



For a sailboat, perhaps the quickest is the "Fast Return" and can be done from either upwind or downwind. In this figure we see that for the upwind version the boat is turned downwind



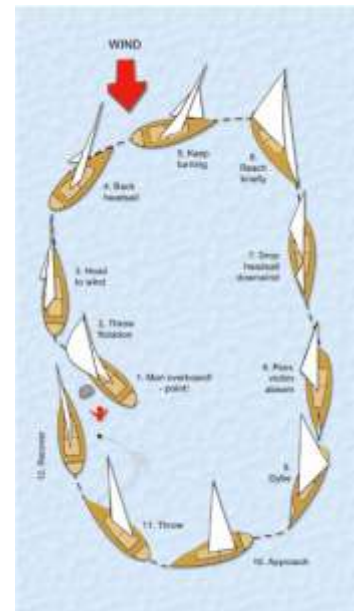
first and then a quick tack back to place the victim on the leeward side as the boat is slowed down and brought head to wind. Of course, the same rules apply such as the alert shout, flotation, and spotter. Some discussions will debate the wisdom of the windward or the leeward recovery, but I firmly believe that unless the vessel is in danger from a hazard near shore, the leeward is the preferred.



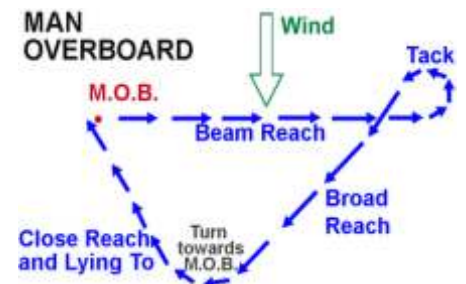
The downwind version is shown in here and is only a slight variation of the upwind procedure.

An alternative method to get back to the victim is the "Quick Stop".

In this figure the boat makes a full circle that includes a tack and a gybe coming back to the victim head to wind and to leeward. Sounds pretty easy, doesn't it. Well, go try it out on a nice day with the family or crew. Use a fender tied to a bucket. The bucket prevents the fender from drifting due to the waves or wind which is more realistic than just a fender or float. You will need a rope loop or some other means to snag it and pick it up with a boat hook.



Another method is more suited to larger boats that don't respond as quickly as fin keeled racers or if you are shorthanded. This is the "Triangle" method and is shown here. It simply puts you on a beam reach as soon as the person is over and then into a tack before coming back to the recovery. The advantage



CREW OVERBOARD RECOVERY (cont.)

here is that it gives you a chance to calm yourself down and sort things out. The downside is that you are sailing away from the victim, but with some practice you should not have to go more than 4 or 5 boat lengths away before doing the tack back. Bleeding off boat speed is important as you make your approach and just getting the bow into the wind and just upwind of the victim.



The next step is what to do with the victim as you come near them in the water. This applies to sail and power boats alike. Remember, you don't have to run them down or even come so

close that they can reach for the boat. All you have to do is get close enough to be able to heave them a life ring on a floating line. The weapon of choice here is a product called a Life Sling. It is a foam filled collar attached to a floating line. The current regulations state that you must have a life ring on 15 meters of floating line as well as a 15 meter floating heaving line. If you are using a heaving line, throw it underhand, not overhand. The distance and accuracy is much greater underhand. Don't forget to tie on the inboard end. You only have to get it close enough to the victim so they can reach it, not hit them on the head. This reinforces the case for a leeward pickup, especially if it is windy. Sure is a lot easier to throw downwind than directly into it



.Now you have the victim alongside and we will assume that they are not injured and will not need assistance in the water to get back onboard. This is



where the Life Sling shines. The victim pulls the collar over their head and the crew pulls them alongside. You are only halfway there yet and the actual recovery from the water can be the hardest part. Here I recommend some sort of tackle such as a 3 or 4 part system. One end is attached to the victim and the other to the end of a halyard which is

then led to a primary winch. On a power boat there is

probably some point of attachment on the upper deck or rail.

As an alternative there are triangular devices called a parabuckle that are made from open netting with 2 corners attached to a rail. The apex is attached to a halyard and the victim placed in it. As the halyard is raised the victim can be rolled onto the deck under



the lifelines. A sail can be used in a pinch, but without the netting there is a tendency for the water to flush out the victim in a sail. This method is particularly useful if the victim is injured and is often used in Fast Rescue Craft (FRC's). Experiments have shown that for hypothermic patients, keeping them horizontal is imperative for survival, but that is another topic. If the victim is injured and needs assistance it might be necessary to put another person in the water but don't forget to tie them on too.

There you have it and I hope you have learned something. Even if you don't come to a future seminar, you now have the basics of a recovery procedure should one of your crew go over the side. But please go out and practice on a nice day. You can always make a competition out of it amongst the crew to see who can get back the quickest. Don't put the boat or crew in danger by gybing if you are not comfortable with it.

For more information

<http://www.boatus.com/foundation/findings/COBfinalreport/COB%20FINAL%20REPORT.pdf>

or Google "man overboard" for a wealth of additional information on the subject

Ted Laurentius



Possible Case of Dyslexia

RAMP REPAIRS

A great job was recently undertaken by a number of your Executive with help from Seagull and Steve Porter in preparing for and pouring two concrete slabs at the top of the Launch Ramp. I am sure all members join in thanking Peter, Leo, Alasdair, Ted and Derek for the great job they have done



**Kitchen Propane
& Fire Suppression
Upgrade Work**



Down the Waterway without a Paddle

By Rodney Miller

Early in the New Year I received an email from a co-worker, "Rodney, meet my father-in-law John, he has a big sailboat. John, meet Rodney he has a sailboat too. I don't have a sailboat... that's all I have to say about that!" That simple email introduction led me to Deltaville, Virginia a couple of weeks later.

Each year John makes a run down the Atlantic Intracoastal Waterway (ICW) to Florida and then crosses over to the Bahamas. I would help out for one leg of his journey as he moved his boat south. Once he arrived in Florida, his wife would fly down and join him for a few months in the sun.



I had been curious about the ICW for some time so I jumped at the opportunity to experience some of it. The ICW is a 4,800 km waterway along the Atlantic and Gulf coasts of the United States. It weaves its way down the coast

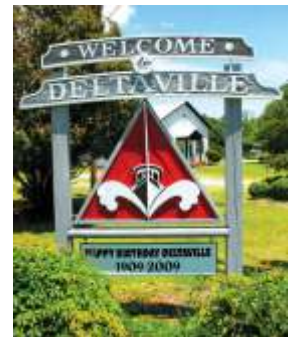
through artificial canals, natural inlets, saltwater rivers, bays and sounds.

When John and I arrived in Deltaville (located on Chesapeake Bay), I was introduced to John's Caliber 38, "Changing Lanes". On that February day when we arrived, it was a lovely 17 degrees. The next day was even warmer, 21 degrees. These two days provided excellent weather to prep the boat for launch. On the day of the launch however, Mother Nature brought us back to reality with a temperature of -4 degrees and some light snow. As the Espar dutifully pumped out warm air, we continued to ready the boat and conduct some repairs in preparation for heading down the bay to Norfolk, and the start of the ICW at Mile 0.

As we carried out our maintenance and minor repairs, we were made aware of the 6 visit per day limit rule at West Marine. The clerk smiled uneasily as she told us we would have to leave and that we couldn't come back until the next day - banned from West Marine for over-shopping - who would have think it? No matter, there was a lot to do, so we headed to the grocery store to stock up. This was where we faced the first major challenge - buying food. John looked at me with a blank stare, "what do we buy?" he asked. "How the hell do I know?" I

replied. "My wife gave me the food list and I put it with my passport so I wouldn't lose it" John stated casually. I looked at him with my best "you're a moron look" and we both chuckled; John hadn't been able to find his passport since we crossed the border. Oh well, how hard could this food shopping thing be? Peanut butter, 2 loafs of bread, bagels, coffee, milk, instant potatoes, some near meat mystery products, chocolate bars, eggs, pop, and beer - yes sir, we were good to go! Truth be known, John's wife had left the boat well stocked with non-perishable items so we weren't too concerned about starving to death, although scurvy was a real possibility.

When it comes to tides, you should abide by this rule: check the damn tables yourself. We had met a lovely couple from Quebec and although they could barely speak English and John could barely speak French, we had shared evening meals on each other's boat. It was astounding, but as the evening progressed and the drinks were poured, we suddenly all became fluently bilingual. Louie, our French-Canadian friend who owned a trawler, had checked the tides and told us (what we understood) that high was around 7am the next morning - perfect! This would be our last evening in Deltaville and bright and early the next morning we'd be leaving. There isn't much



water depth in this part of the world and we would need the tide to clear the shallows in the marina. At 6:30am, Louie cast his lines and headed out of the marina; he was heading north for the shores of Quebec. A short time later on "Changing Lanes", the Yanmar came to life, lines were brought onboard and quick as a flash, nothing happen! Despite the fact that water was being flung astern like a jet-ski on steroids, the boat wasn't moving – had I missed a line? John throttled back and said "we're stuck in the mud!" Damn floating docks, we hadn't noticed in all the commotion to get going that the tide was out. A quick check of the tide tables determined we weren't going anywhere for a few hours. Perhaps we weren't as bilingual as we thought – maybe Louie had said "Don't try to leave at 7am because the tide will be out and you'll be stuck in the mud". Not much to do but wait for the tide. It was breakfast time, we had: eggs, peanut buttered toast, and coffee.

The eventual run down the Chesapeake to Norfolk was uneventful; however our late departure meant

Down the Waterway without a Paddle(cont.)

we would make the transit through Hampton Roads in the dark. We needed to find a marina that evening as we required diesel which wasn't available at the Deltaville marina. Most marinas and yacht clubs close at 4pm and don't open until 9am this time of year. We had called ahead and reserved a transient dock at the Tidewater Marina and we would get fuel in the morning. Now the folks at Tidewater marina, gawd lov'em, had not thought it necessary to provide any type of lighting to mark the entrance to their docks. To compound matters, they constructed walls to separate incoming and outgoing traffic. If we hadn't specifically marked the marina entrance in the chart plotter we would have sailed right by in the dark, none the wiser. We crept in, found the transient dock and had supper: eggs, peanut buttered toast, and beer.

The next morning after our standard breakfast of eggs and peanut buttered toast, we fuelled and made for the Gilmerton Bridge – the first of many bridges which would need to be raised to allow us passage through. Depending on whether you trusted the waterway guide, the dockhand at the marina, or tea leaves, the bridge would either be opened on the top of the hour only, on the bottom of the hour only, on the top and bottom of the hour or some other combination. We arrived at the bottom of the hour, called the bridge, they stopped traffic, raised the bridge and we were through – slick!

After the bridge, there are two choices - go left and take the Virginia cut route or go right and take the Great Dismal Swamp route. We had discussed the route earlier and decided that no good could come from two Newfoundlanders in a place called the "Great Dismal Swamp" so we had decided to take the Virginia cut. As the bridge closed behind us, we looked at each other – John had the look that indicated his brain box was in high gear and he was about to make a decision, "Dismal Swamp?" I asked, "Dismal Swamp" said John, and with the helm hard to



stbd, we entered the Swamp.

The Dismal Swamp canal was made, and is maintained by those beaver like creatures - the US Army Corp of Engineers. One of the guides states you are guaranteed a depth of 6 ft - if you stay in the middle of the canal. John's Caliber draws 5 ft – no problem! Located in the States of Virginia and North Carolina, the 22 mile run proved uneventful if you don't



count hitting a submerged object and encountering a closed bridge at the State line Interpretation Centre. Apparently, this bridge is never closed. We tried to hail the Interpretation Centre on VHF with no luck. We throttled the Yanmar up to ramming speed, but unfortunately some fellow, in what appeared to be some sort of Park Officer uniform came running across the bridge, arms flailing, screaming something that involved profanities and disappeared. The bridge opened as we approached, but we never did see where that crazy little man went

There are a couple of locks you have to go through as well in the Swamp, one lifts you up about 8 ft and the other drops you back down 8 ft before you are spit out into the Pasquotank River



The ICW does demand your attention. There are fixed bridges, opening bridges, locks, currents, and tides, shallows that shift around, tree debris, dredges, fisherman, tugs, a drunk guy in a kayak, and other pleasure craft plying the waterway. Although the ICW is well marked, it is inadvisable to travel at night - if you go outside the marked channel, you will, in all likelihood, go aground. Fortunately there are numerous guides published that make transiting the ICW less intimidating. There are Apps for your mobile device and then there are folks like Skipper Bob who has a cruising guide series on his website www.skipperbob.net. The Waterway Guide (Atlantic ICW) is available at many places and it is updated yearly. A simple internet search provides pages of available materials but if you have the waterway guide, a list of anchorages, and a list of marinas you should be in good to go. Having said that, there were a couple of anchorages where the water was simply too



Down the Waterway without a Paddle(cont.)

thin to anchor so you need to ensure you don't arrive at sunset otherwise you will be trying to find another anchorage in the dark. In some areas, if you have 7 ft in the anchorage you are doing well.

Pay attention to your STD – that's Speed/Time/Distance, not to be confused with the other STD. Your calculations need to be bang on if you wish to arrive at the bridges and locks at the right time. If you are not there on time you could be waiting a half hour, hour, hours if there is construction, or even until the next morning if it is the last opening of the day. Bridge operators are an interesting breed; some are good, some not so much. If you know you are going to be delayed arriving at a bridge, call ahead on VHF; some may delay the opening for a couple of minutes for you. Others however, like the operator at the Marine Corp Base, Camp LeJeune - not so much. You will arrive exactly at the appointed



time or you will wait for the next opening! Sir, Yes, Sir! The inlets can play havoc with your STD calculations. For example, half way

of the ICW there may be an inlet where the tides come in and go out. You may be going like stink running with the tide but as soon as you pass that inlet you will going against that very same tide and have your speed cut in half. You can get some decent sailing in on the bays and sounds, but for the most part the majority of the time will be spent motoring or motor sailing.

It is a good idea to invest in a wifi extender system. It may be difficult to get a good signal at some of the marinas, especially at some of the transient docks. John uses an "Alfa" similar to the ones listed here: www.alfa.com.tw It really was impressive how much more signal you could receive using the system

Both John and I have Spot messengers <http://www.findmespot.ca/en/>. I subscribe to the tracking feature which allows family and friends to go online and see where I am in near real time. The unit transmits my position every 10 minutes. John has a subscription to "Spot Assist Maritime" which offers a 24-hour on the water towing service.

Another interesting piece of technology that John has onboard is the Magic Jack

<http://www.magicjack.com>. This system is a Voice over Internet Protocol (VoIP). When he is hooked up to the internet he has the ability to make telephone calls as he would at home. We never used the system as both of us had cell packages for the US but it is something that is available.

I really would have liked to see more of the ICW but the couple hundred miles I did see provided a good insight into the waterway. Alas, the cold shores of Newfoundland beckoned me back. As I drove to the Airport I knew one thing for sure; John's wife would need the paperwork I was carrying if he was going to get a new passport – without that of course, he wasn't getting into the Bahamas!

It was a beautiful warm sunny Saturday when I entered the Airport in Charleston, South Carolina



- two snow storms, a book

by Silver Donald Cameron called "Sailing Away From Winter", and three days later, I stepped off an airplane in St. John's. My wife asked me if I was hungry, "Yes", I replied, "an egg and some peanut butter toast would be great!"



Using a Galley Oven

By Carolyn Shearlock, copyright 2010 . All rights reserved. www.theboatgalley.com

Using a galley oven is different than one on shore. A boat's motion — even at anchor — can make baking with a marine stove seem more challenging than in a home oven. The tips below can eliminate many of the potential problems.

The first rule of baking in a boat oven is to always use your stove gimbals to keep your pans level in the oven. In simple terms, the gimbal is a pivot point running fore and aft that lets your stove/oven stay level, even when the boat is heeled or rolling.

- In using a gimbaled stove, there are two important points to keep in mind:
- Most gimbal systems will let the stove swing 20 to 30 degrees, at which point the stove and oven will crash against the back wall. That's not good for the stove, nor for what you have baking in the oven.

If you are using the gimbal and have a pot on the stove top, the stove isn't going to stay level. It's going to tilt in the direction of the pan. This will cause lopsided cakes and other items won't cook evenly since one side will be thicker than the other.

Thus, if conditions are rough, you need to check the swing of the stove before mixing something up. Release the gimbal and watch the stove swing for several minutes — hopefully through what feels like the equal of the worst movement the boat is experiencing. If the stove crashes into the wall (or other stop), forget about baking (or any other cooking) and find something cold to eat.

If you're baking and cooking something on the stove top at the same time, you'll have to equalize the weight on both sides of the pivot point. For example, if you're cooking something on a front burner, fill the teakettle or a saucepan with water and set it on an unlit back burner so that the oven will stay level (otherwise the whole stove and oven will tilt, causing pans to slide and cakes to turn out uneven).

While there are pot restraints for cooking on the stove top, I've never seen any type of pan restraints for the oven. If you are baking while underway or in a roly anchorage, you'll need to wedge the pan in place so it won't slide as the boat moves, in addition to using the gimbal to keep things level. I found that I could clip small binder clips (make sure they're 100% metal with no plastic!) to the oven rack to hold a pan in place (if the wires in your rack are too small for the clip to hold, wrap the wire with a few layers of aluminum foil). Some cruisers wedge their baking pans in with additional pans or crumpled aluminum foil, but these interfere with the heat and air flow in the oven and can lead to hot spots. The binder clips can also be used to keep a baking stone from sliding.

Finally, a silicone trivet or a couple of silicone pot holders work well as a cooling rack in a boat galley. Not only are they nonskid — a huge plus — but the texture allows air flow under the pan similar to a wire cooling rack. They are easy to stow, quiet, and serve triple duty — pot holders/trivet, cooling rack and a jar opener!



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 Fly Bridge Sedan Cruiser	1976	\$18,500
Power	28.5'	Bayliner Ciera	2001	\$40,000
Sail	28'	Sabre	1978	\$18,000
Sail	27'	O'Day 27	1978	\$24,500
Power	26' 11''	Boston Whaler Conquest 255	2004	\$85,000
Sail	26'	Grampian 26	1973	\$12,900
Sail	25'	Kirby 25	1980	\$ 8,500
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	\$44,900

BOATS LYING AT LEWISPORTE YACHT CLUB

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

Is your boat FOR SALE? Do you have some boating gear you want to sell? If you do, then send all the details including price to kcorbett@nf.sympatico.ca or drop it off at the Office. Your sale item will then be listed on the RNYC website (where it will be seen at least 400 times/month) as well as in future issues of Spindrift. (Members of Yacht Clubs Only)



"He's a boating addict. His wife checked him in here only an hour ago, and he's already going through withdrawal."



ROYAL NEWFOUNDLAND YACHT CLUB INFORMATION

2013 RNYC CLUB EXECUTIVE

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Jim Eastman	Club General Manager	manager@rnyc.nf.ca
Ken Corbett	Website & Spindrift	kcorbett@nf.synpatico.ca

UPCOMING EVENTS

May 1	Launch Starts	June 16	Father's Day Brunch
May 12	Mother's Day Dinner	June 21	Sailpast
June 2	Launch Ends	June 28	Power Boat Event
June 5	Wednesday Night Spring Series Starts	July 1	Sailing School Opens
June 7	New Members/Flag Officers Night	July 5, 6	Sail Racing Open Regatta
June 15	Clean-Up Day	July 13	Power Boat Poker Run

CONTACT INFORMATION

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173 Cheeseman Dr.

\$569,900 - Stunning Open Concept
On Greenbelt



47 Teakwood Dr

\$519,900
Custom Glass Shower



5 Cypress St.

\$489,900 - Immediate Occupancy
On Greenbelt



3 Ironwood Pl.

\$549,900 - Stunning Kitchen
Immediate Occupancy



51 Kenai Cres.

\$559,900
Vaulted Great Room



39 Pitchers Path

\$579,900
Custom Cabinets



68 Brittany Dr.

\$379,900
3 Tiered Deck with Hot Tub



9 Larkhall St.

\$319,900
2 Apartment Home



43 Teakwood Dr.

\$489,900
Custom Hardware Staircase



23 Sitka St.

\$434,500
Open Concept Layout



35 Pembury Close (Lot 43)

\$519,900
Developed Basement



17 Pembury Close (Lot 25)

\$546,500
Custom Hardwood Staircase



39 Pembury Close (Lot 47)

\$509,900
Corner Propane Fireplace



11 Pembury Close (Lot 19)

\$679,900
2 Story Cultured Stone Fireplace



28 Pembury Close (Lot 36)

\$699,900 - Fully Developed
With In Floor Heating



24 Pembury Close (Lot 32)

\$599,900
Beautiful Open Concept Great Room



23 Pembury Close (Lot 31)

\$579,900
Custom L-Shaped Kitchen



15 Pembury Close (Lot 23)

\$619,900
Above Ground Basement



26 Pembury Close (Lot 34)

\$589,900
4 Bdrm With Immediate Occupancy



37 Pembury Close (Lot 45)

\$629,900
Over 2400 Sq. Ft. Developed