

Official Newsletter of the Royal Newfoundland Yacht Club

# The Spindrift News



Volume 9 Issue 2



2013 BMW RNYC RACE WEEK  
White Sail Champion - Dynamique



# COLEMAN MAT & MARINE

# FULL LINE OF MARINE ACCESSORIES

*Water Flows  
Right Through!*



- Non-Slip • UV Stable
- Anti Fatigue • Anti Microbial
- Buffers Engine Noise

 **West Marine**  
We make boating more fun!

## WEST MARINE DEALER



1489 Topsail Road, Paradise • Tel: 709-237-8777



# SPINDRIFT



September 2013



## TABLE OF CONTENTS

From the Commodore's Desk	4
From the Club Manager's Desk	5
Member News	6
Wharf Renovation Photos	8
Haul Out, Launch & You	10
Volunteer Clean-Up Days Photos	12
Carbon Monoxide (CO) Dangers	13
Easter Seals Regatta	14
Tale of a Whale	16
New Member/Flag Officers' Night Photos	18
Tips on Securing Your Boat	19
Sail Past Photos	20
BMW Race Week	22
BMW Race Week "A Great Success"	23
Exit Realty Poker Run	26
Power Boaters/Commodore Change to Sailing	28
Last Laugh	29
Boats For Sale	30
RNYC Club Information	31



Some Random Musings:

## FROM THE EDITOR'S DESK

Well another season is drawing to a close, hopefully we will have a good September with more boating possible. It seems that while all would agree I am sure that it has been a beautiful Summer, we have seen a high number of days with gale force winds and others with no wind at all. Not good for the sailors especially. The wind seems to be a growing trend remembering last Summer and Winter when we saw a lot of strong wind. Race Week this year was certainly impacted by races cancelled by high wind and by no wind.

This is a highly pictorial issue of Spindrift with photos of many of the great events that have taken place at the Club this Summer. We also have a number of articles written by members for which I am grateful. Articles and photos for Spindrift and the web site are always welcomed, so think about putting something together for the December issue.

This year has seen a very favourable increase in the amount of volunteer work members have undertaken around the club. The club house and grounds look so much better for it. Remember you don't have to restrict helping around the club to Volunteer Days, there are always jobs to be done.

Enjoy the remainder of the season.

Ken Corbett  
Editor





## FROM THE COMMODORE'S DESK



Dear Members

While at the club last week our Haul Out coordinator Rodney Miller asked when I was taking my boat out of the water and I suddenly realised that the boating season is drawing to a close, what a shock that was to me. What a summer we have had, no, more than that, what a year we have had so far in 2013.

I can't recall a year going so fast, it has been busy at the club. The activity level has been fast paced and continuous, much has been accomplished, but there is always more that needs to be done.

New wharves, new ramp, kitchen repairs, broken barachois, clean up days ( yes we had two), sail racing, power boat event, sailing school, sail past, new member/Flag Officer night, Easter Seals Regatta, line painting, wharf repairs, travel lift repairs to name a few activities. There are more to come before the year runs out.

A lot of credit has to go to our manager, our yard and kitchen staff who work so hard on our behalf. Another group of people, who continue to amaze me, are the folk on your executive committee who toil away, mostly in the background, to ensure our club runs smoothly. They are truly a group of dedicated and talented individuals; our club is in capable hands well into the future.

Congratulations have to go out to the organisers of the Annual Poker Run, another superb event, sponsored by Anne Squires of Exit Realty on the Rock. They put on a wonderful day which was enjoyed by all.

Race Week was an outstanding success, BMW St. John's became the major sponsor for the first time this year, welcome aboard BMW St. John's. To the Race Committee, and all the folk involved in this week of excitement fun and competition, job well done, a record turn out and a very well run Regatta.

Be sure to read the articles about race week elsewhere in this edition.

I was lucky enough to be invited to do some sailing this year as well. I attended the very exciting Harbour Authority Race in St John's Harbour on Shalloway with the Ladhas and crew. (who won the event) I also spent some time crewing on Dynamique with skipper Mike Shawyer (who won BMW Race Week White Sail division)

We have had several sailing visitors from away this

year, from Iceland, New York State, France and England. Several people have brought greetings to the RNYC from other clubs such as Halifax, Chicago, Kingston to name a few, some have even exchanged Burgees with us. It is nice to meet all those visitors. It is also great to see our club recognized by others.

I am writing this the day after Easter Seals Regatta, what a great day yesterday was, although the weather did not cooperate for the Power Boat cruise with the kids, they all had fun and we raised \$25,000.00 for the cause. Many thanks to all those who participated, offered their boat, donated or were involved in one way or another.

As the summer draws to a close for another year, I hope you all get out on the Bay and enjoy a few more outings before you think about winter activities. I am also looking forward to the remaining club events and I hope to see you there.

I hope you enjoy Spindrift, I want to take this opportunity to thank Ken Corbett and Jim Eastman for their superb efforts in publishing this magazine and maintaining our website.

See you at the club or on the Bay

Peter Lawrie  
Commodore.

## Some of This Year's Activities



We have had several sailing visitors from away this

**PAST COMMODORES NIGHT  
SPECIAL GUEST SPEAKER**



**National Authority for Sailing**

Sail Canada is a Registered Amateur Athletic Association with charitable status, designated by the Government of Canada as a National Sport Organization representing the sport of Sailing. The Association represents all participants including recreational sailors and high performance athletes at the club, provincial, national and international level. (<http://www.sailing.ca/en>)

**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 advertising 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 [kcobbett@nf.sympatico.ca](mailto:kcobbett@nf.sympatico.ca) or the RNYC Office manager at [manager@nyc.nf.ca](mailto:manager@nyc.nf.ca)

Sail Canada represents the interest of:

- 10 Provincial Associations
- 255 Clubs
- 30 Class Associations
- 34 Camps
- 1,500 Active Coaches and Instructors
- 80,000 Active Members
- Over 1 Million Canadian Sailors



**WHAT IS THE CANADIAN POWER AND SAIL SQUADRONS ORGANIZATION**

To increase awareness and knowledge of safe boating by educating and training members and the general public, by fostering fellowship among members, and by establishing partnerships and alliances with organizations and agencies interested in boating. (<http://www.cps-ecp.ca/>)



Courtesy of [www.americanboating.org](http://www.americanboating.org)  
*"You've been on our boat all weekend, eating, drinking and hanging out. Then it suddenly occurred to us...we have no idea who you are."*

**YES, WE ARE OPEN TO NEW MEMBERS**

The Royal Newfoundland Yacht Club is open to accepting Membership Applications for Full Boating, Social and Corporate Membership.

For more information please click on the "Become a Member" tab at [www.nyc.nf.ca](http://www.nyc.nf.ca) or call the office at 834-5151

# CONGRATULATIONS



Congratulations to Jonathan Ladha and Daniel Inkpen on two very important victories in the Olympic 49'r class of boats. Jonathan and Daniel earlier this Summer won the Canadian Championship in Kingston and followed that up in late August by winning the CORK OCR Gold medal.

Jonathan and Daniel are working towards the Gold at the 2016 Olympic Games and have been sailing under the "NL For Gold Olympic Challenge" banner. They have just acquired a new sponsor, Iceberg Vodka who they are very grateful to but need further support to meet the considerable expenses involved in the program.

Their next major race is the World Championship in France and we wish them every success.

## The Poker Run Will Miss Robert Tucker Pratt.

It is with heavy hearts that we acknowledge the recent tragic passing of Bob Pratt. I met Bob four years ago when I first joined the club - I sat with him one day at lunch and immediately came to appreciate his soft spoken, quiet demeanor. Bob confided in me that day that although he'd been a member of the club for many years, he knew very few people here. He kept pretty much to himself most of the time – he and his beloved little dachshund Salty. Joan and I spent a lot of hours on our boat by ourselves that first year and we were struck by how much time this solitary little man and his dog spent on the wharf and we'd exchange pleasantries and chat with Bob very often.



In the last few years, many of us Power Boaters got to meet Bob through his involvement in our annual Poker Run. Each of the last three years at the start of the season, Bob would come up to me and offer to serve as our checkpoint on board "Fourth Bird" in Cat Cove (which he insisted was the **correct** name for Middle Arm!). He seemed to relish getting out and meeting new people each year – this year he even ventured onto the dance floor during the height of the partying which (I am told by others who knew him much longer than I) was a rare sight indeed!

Bob and Salty's constant presence around the RNYC will be missed not only by the boaters, but also by the staff and although we knew him only for a short time, I know I speak for most everyone who participated in the Poker Run that we feel gratified that he was able to enjoy some camaraderie in our little event. We extend our condolences to Bob's family and friends - and of course to Salty! The Poker Run is not going to be quite the same next year!

Sincerely,  
Leo Quigley and  
Bob's friends at RNYC



Oh, S#&t!

You know the feeling. That moment as you look up from your cell phone and realize you're in the other lane of traffic. You yank the car back in your lane and look around to see if anyone saw you. To see if you came close to hitting anything.



And all for a text?

Texting drivers are **23 times more likely** to be involved in a crash or near crash. Roebothan McKay Marshall is challenging drivers to take responsibility, and end texting and driving.

No texting. **Drive on.**



ROEBOTHAN · MCKAY · MARSHALL  
PERSONAL INJURY LAWYERS

 /NLDriveOn  @NLDriveOn

[makethecall.ca](http://makethecall.ca)

# WHARF RENOVATIONS

## SOUTH WHARF



**Guess we are Finished Here Boys!!**



**First Boat To Arrive at Renovated South Wharf**



# WHARF RENOVATIONS UPDATE

## North Wharf Repairs



# HAUL OUT, LAUNCH and YOU

By Rodney Miller

*If you couldn't care less about when your boat is hauled, when it is launched, or where it is stored, please skip to the next article.*

As the temperature begins to drop the realization sets in that we need to start thinking about hauling out our boats again. Haul out will take place during the month of October which is slowly sneaking up on us.

We were looking at scheduling software for haul out whereby members could book a timeslot on the website, however, there is a possibility the website will be redesigned this winter with that particular feature built in. Therefore, we will stick with the status quo – a log book in the club. If prior to 1 Oct 13, if you require mast removal, please arrange directly with the Yard Master (Steve).

There has long been a “last out – first in” or “first out – last in” policy simply because our storage space is limited necessitating the magic “packing” of boats by the yard staff. This has led to delays in haul out because members who are ready to come out don't as they have no desire to be buried deep in the yard.

This year we are going to experiment with a “first out – first in” procedure. By “first in” we mean the mid to late part of the first week and early into the second week of launch. There are a few members who traditionally do this and we would like to expand it. For those with large boats who are normally the “last out – first in” there is no change, on day 1 of launch in the spring, your boats will be queued to go in.

Generally, “first out – first in” will be limited to boats around 30ft and under for ease of movement. The plan is to designate the lower parking lot or a portion thereof for these boats. They will be in an area where the yard staff will be able to access them once the larger “last out – first in” boats are launched and there is some room to manoeuvre.

In preparation for haul out (**which is really organizing for launch**), there is a sheet posted in the club where you can indicate your intentions – this is not a schedule – it is a way for you to tell us when you would like to launch next year. With this information we can better plan where to store your boat, so please take a minute to fill it out. Fill in what is applicable; if you just want to tell us you would like to splash the second week of launch - just put a check under second week.

The sheets where you can actually schedule your haul out and mast removal (if applicable) will be posted in club during September. For your personal planning, please remember that during haul out, yard staff work on the weekends but take Monday and Tuesday off in lieu.

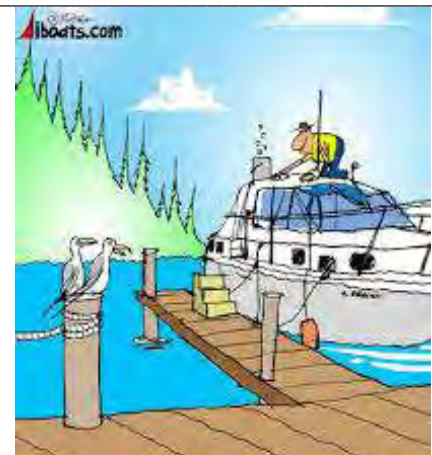
If you have any special requirements or projects on your boat over the winter, you need to discuss those with

Steve as he will be able to best guide you on where you should store your boat in the yard.

As a final note, please remember your personal safety around the travel lift and when using the power washer – it is all fun and games until your eye is ripped out by a mussel you sent rocketing at yourself with 350 psi of water or, you get crushed by your own boat



S#&% does happen...



"Let's go eat and come back when he's finished."



# VOLUNTEER CLEAN-UP DAYS



# EXPLORING TRINITY & BONAVIDA BAYS

By Tess Burke

Its always nice to get out of Conception Bay and do some exploring around the province. This summer Ingomar and crew sailed to Bonavista Bay for a short trip and ran into some fellow sailors from RNYC and discovered some beautiful places along the way.

We sailed out of Long Pond on Saturday, July 18 and made it to Bay de Verde, where we settled in overnight. Up early in the morning, we sailed through Baccalieu Tickle which is always an interesting area abounding with various seabirds, whales and dolphins.

We made it into Catalina that evening as winds were too high to make it around the Cape. We were joined by Argonata and crew and proceeded the following morning to the town of Bonavista where we encountered yet another Long Pond boat and crew, Panache.



The town of Bonavista is a beautiful spot with great dock facilities, accommodating harbour master Gerry and lovely places to eat and

area to explore. We sailed around Bonavista for the next couple of days with Argonata, staying in places such as Smokey Hole on the anchor, a beautiful spot with a few cabins that were not occupied while we were there for the night. A stay at a small secluded cove on the anchor just outside Happy Adventure was a beautiful setting also to lounge for the evening.



A short walk to a bountiful seafood dinner at the Inn at Happy Adventure was a great way to end the day. The following morning we sailed to Salvage which is an incredibly picturesque town believed by many to be one of the oldest continuously inhabited communities in North America. It also has a great dock with well developed hiking trails that provide beautiful vistas of the community and coastline.

The following morning we said goodbye to Argonata

and crew and sailed to Trinity where we tied up on the government wharf. We were joined by Ocean Cowboy and Lady Nora who were returning



from an exploration of the northeast coast. Several boats came in from Maine during our stay in the dock and we had the opportunity to meet their crews and hear about their adventures sailing around Newfoundland. We later met up with two of these sailboats in the city of St. John's.



The following evening we sailed over to Ship Cove and put the anchor down so we could visit the Fishers Loft for a wonderful dinner in the breezy dining room

overlooking the harbour. After dinner we decided to sail on to Old Perlican where we encountered some high winds but made it safely into port that night at about 11.00pm. The following morning we started early and sailed in front of a looming front until about 11.00am, where it just caught us coming out of the Baccalieu Tickle.



A good breeze sent us down the bay to tie up in Long Pond that Sunday evening of the 28<sup>th</sup>.

The coast of Newfoundland is a very welcoming and beautiful place to explore and the only regret



we have is that we could not extend our journey longer to have made it to ports further north. Meeting fellow sailors outside of the bay is

always fun and there is no better way to learn about new ports than letting go of the lines and checking them out in person.





# Carbon Monoxide (CO) Dangers in Boating

Now that the weather is starting to cool (just ever so slightly!), there is a higher likelihood of boaters spending more time inside a closed cabin with the generator or space heater running. If you are so inclined and you have any sort of combustion heating onboard, read on...

## Facts You Should Know about CO:

- CO cannot be seen or smelled, but it can kill you or make you sick.
- Know the symptoms of CO poisoning:
  - o Headache
  - o Confusion
  - o Fatigue
  - o Seizures
  - o Dizziness or loss of consciousness
  - o Nausea

- Get to fresh air and seek medical help immediately if you or a family member has these symptoms!

Carbon Monoxide Detector Alarm



- Install and test daily a battery operated CO detector.
- CO from engine exhaust builds up inside and outside the boat in

areas near exhaust vents. Stay away and do not swim near these areas while propulsion engines or generator are running.



- Schedule regular engine and exhaust system maintenance inspections by experienced and trained technicians.
- Be aware that dangerous concentrations of CO can accumulate within seconds.
- All CO poisonings are preventable!



# Aunt Jemima Visits Race Week

Just a race week funny for those of you who may have missed the celebrity on Bella J during race week...Aunt Jemima was on board with fresh blueberry pancakes, syrup and sausage for the crew Saturday morning! Now that's a great way to start the day!! The crew even shared them with race committee...sadly it didn't help them much...however lots of laughs were had by all!

Michelle Mifflin is affectionately known by the Bella J crew as Aunt Jemima due to her choice of head gear.



## Do You Know This Person?



**Has been seen hanging around the Club. Could be dangerous as he is a known biker who extorts money for his cause!**

**Has been known to perform work around the club by forcing his son into hard labour.**

**Ensure you treat this man with the respect he deserves!**



# EASTER SEALS REGATTA

ROYAL NEWFOUNDLAND YACHT CLUB

Saturday August 24, 2013



We have had a glorious Summer with plenty of sun and blue skies. Saturday August 24 was not one of those days. Rain in the morning, showers throughout the day, temperature between 13 and 16 deg C with strong winds from the NE causing it all. This Saturday was the day when the RNYC hosts the annual Easter Seals Regatta and gives the Easter Seals children and their families an opportunity to see a boat parade, go out for a short excursion on the Bay, witness a sailboat race and have a great party.

Well unfortunately this year due to the weather, the children and families did not get to go out on the Bay but all the other activities went ahead and the kids had a ball, There were about nine boats in the procession and four sailboats left the start line for the race. The highlight was the party in the club house that featured pinatas, candy, hot dogs, drinks, a cake and loot bags. About 15 families had a good time judging by the feedback received.

Our thanks to all those that helped organize the event or participated in any way especially our sponsors Century 21 and Terra Nova Foods and our Honorary Chair for the event, Greg Roberts.

An important part of the event is the raising of funds for the Easter Seals organization. We are pleased to report that through a good number of generous donations, over \$25,000 was raised by RNYC members and friends. Special thanks to Greg Roberts who donated \$5,000 from Mary Brown's and Joe Browne who also presented a \$5,000 cheque from Telus. Our thanks to all the donors.

At a BBQ in the evening to reward the donors and volunteers, a number of prizes were awarded:

- Best dressed boat..... Andrew McArthur and *Strobe* crew

### SAILBOAT RACE

- Booty Prize .....Rodney Miller  
*Dorothy J*
- 3rd Place .....Kris Drodge  
*Tortuga*
- 2nd Place .....Anderson Noel  
*Dora Mar*
- 1st place .....Paul Lutz *High Energy*

### FUND RAISING

- Top Power Boat..... Joe Brown *At Ease*
- Top sail boat .....Kris Drodge *Tortuga*
- Top individual .....Linda Hiscock
- Top Online .....Anderson Noel  
*Dora Mar*

The Concert Ticket Draw won by Maureen Bresil



"Best Dressed Boat"







# EASTER SEALS REGATTA

ROYAL NEWFOUNDLAND YACHT CLUB

Saturday August 24, 2013





# Tale of a Whale

Geoff Meeker (Meeker on Media) Blog  
Reproduced with Geoff Meeker's Permission.

Right place, right time.

That's where a reporter likes to be right there, on the spot, when something newsworthy happens.

That happened to Jodi Cooke, a reporter with the NTV Evening Newshour back in 2010, when the sailboat, upon which she was a passenger, was roughed up by a killer whale.

"It was the most unreal experience in my 29 years of sailing," Jodi Cooke said in an interview. "It ranks in the top two, the other one being rescued by the Coast Guard in PEI. But this was a little more dramatic."

Yes, 'roughed up' may be an exaggeration. Some scientists will dismiss the notion out of hand. But if you listen to Cooke's account, it sounds credible. She and her friend, Dave Whelan, and their friends Kris Drodge and Amy Chislett, were near Cape St. Francis, on Drodge's sailboat the Toranga. They were sailing along at about five-and-a-half knots, Cooke said, on the way from St. John's to Manuels. The ocean was alive with whales and even white-striped dolphins.



"Suddenly things got real calm," she said. "It went from crazy marine life activity all around the boat to things were dead calm. The wind was still going but the flurry of whale activity ended."

Then Drodge drew their attention to something light in colour, floating inert under the water. While they were staring at the object, trying to figure out what it was, something struck them from the other side.



Fortunately no one was up on the bow because, had they been, they would have gone for a swim, no doubt."

On the starboard side, where they hadn't been

looking, was a large fin caught in the jib. The boat came to a sudden and complete stop. "It was like we hit a brick wall," Cooke said. The whale's back was breached out of the water, about level with the deck of the boat, and on top of that was a massive dorsal fin. "I would have been eye-level with the middle of the fin, so this thing was certainly as tall as I am, and I am five-foot-six," Cooke said.

"It was stuck up in the jib and it moved around. You could tell that this thing was angry, cross, I don't know, scared maybe, and it was thrashing around in our sail. It felt like it went on for an hour but the whole ordeal probably only lasted about 15 seconds. When the fin kind of slid out from behind the sail it pulled the jib line with it, then this thing rolled over away from the boat and then rolled back again, and a second time came in and throttled the boat, just smashed the boat really hard. For the four of us, I think time was standing still. I think there was this dead silence in the cockpit and we had no idea what was going to happen next or what we were just witnessing. It was unreal. It must have been three times that the whale had throttled the boat with its fin and its body."



Drodge told Cooke to run below and check the bilge for signs of water. "We thought for sure the whale had



blown the keel off and to my absolute and utter amazement, we weren't taking on water and were okay. It was utter silence in the boat for

another few minutes, until someone initiated the conversation to have a little debrief about what the hell we just saw."

One person suggested it might have been a great white shark, but the fin was too large and too black, Cooke said. "Then we all agreed that it must have been a killer whale, because it had some white on the edge of the fin. All we saw was the fin and saddle we didn't see the head or tail."

Naturally, Cooke put a story together for Monday's newscast, though to her regret she didn't pick up the videocamera to capture the event. She said everyone was too shocked to even think about it.



## Tale of a Whale (Cont.)

Cooke interviewed two ocean experts one was open to the possibility of such behavior in killer whales, while the other was a little more skeptical. But Cooke is unrepentant. She says the four of them know what they saw, and that there was certainly an element of danger in what happened. She speculates that the object that first caught their attention may have been the whale's meal a recent kill and they may have come too close. When the fin got stuck in the jib line, well, that didn't help matters.

"Maybe we were a little ignorant of the fact that there were greater things than us around the boat," she said. "But I'm telling you, if I had been out there in a 12-foot kayak and the whale had come at me that way there's no way I'd be here now."

Update: I had an email exchange with Kris Drodge, the owner of the sailboat, who feels strongly that the orca was defending something.



"I think the whale was definitely being the aggressor in this case," Drodge said.

"It came towards us, headed for the bow and rammed the boat. I'm not completely sure why it would do this, but I'm with Jodi in thinking that whatever it was on the port side underneath the water had something to do with this behavior. I don't think that the effect of its fin being in the sail had any effect on its attitude, as it wasn't completely caught up - because if it was it wouldn't have taken the whale long to rip the sail to shreds. As for the repeated "bumps", I'm not sure I know why, just that he went under the boat and swam away after probably realizing we were harder than he expected. A lot of speculation I know, but even the experts don't understand it. Whatever the case, the whale was obviously protecting or defending something, and in my opinion, not reacting to the effects of hitting the boat and getting into some loose rigging. Hope this helps. By the way, there was a power boat that day that went around the cape prior to us and they reported to us when we got back to the club that they had some issues with killer whales around that area as well, but fortunately for them, not to the same effect."

Since the news item aired on NTV, Cooke said she has received several calls and emails from people describing their own encounters with killer whales. One of them, from Janet Marie Organ, described

having a "run in" with killer whales in roughly the same location. I sent Janet an email asking for more information.

"We didn't actually hit the Orca, but it did come in to check us out," Janet wrote in her reply. "We were on the sailing vessel Rainbow's End in a race from St. John's to the R o y a l Newfoundland Yacht Club in



Manuels. As we were heading north towards Cape St. Francis, I was looking for the navigation marker to round the Cape and head into Conception Bay. I spotted, what I thought to be the mark, but kept losing sight of it. As we got closer, we realized that, what I thought may have been the mark was actually a fin, obviously a very large one. Then two Killer Whales passed to our port and one took a left turn and came in to check us out. He came in under the Transom/Aft of the boat and it actually seemed liked he was just coming in for a kiss. He went a little under our Stern and out again. He never touched the boat but was very close being as "curious" about us as we were about them."

Cooke also received a note and some photos from Shona Perry-Maidment of Bloomfield, who saw a pod of killer whales while boating.

"We saw a pod of Orcas just off Long Island, Bonavista Bay (South)," Shona writes. "There were at least eight of them feeding. There is no doubt that these were Orcas. Not only did we note the long dorsal fins but we were able to see their distinct white markings up close when at least one went just a few feet under our boat while another followed our wake just 15 or so feet off our boat. It was amazing!"

Amazing, yes. After Jodi Cooke's experience, perhaps slightly intimidating too.





# NEW MEMBERS & FLAG OFFICERS NIGHT





# TIPS ON SECURING YOUR BOAT

Ted Laurentius

The summer has come and almost gone and this year the weather has been reasonably good so I hope you have had the opportunity to make the most of it.

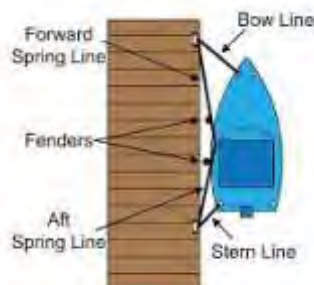
As late summer and fall approaches, so do some of the heaviest winds. I must stress once again that some of our members still do not tie up their boats properly. The correct type of rope is important and



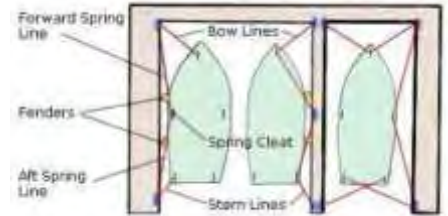
using a nylon rope or other stretchy material of sufficient diameter must be the rule. Never use polypropylene. It is far weaker for equivalent diameter of nylon and will break down quickly when exposed to sunlight. After such exposure, it forms sharp chards and will be impossible to hold onto. Also, when it fails, it does so with a bang

When securing the rope to the north dock, do not use only the toe rail. Many of these rails are not secured by bolts and any deterioration in the wooden structure makes it unsafe to do so. The rope should pass through the deck and around the longitudinal member below the toe rail. Only then are you sure that the dock line will not pull away when the wind load comes on your boat during a blow. The vertical posts are in poor shape and you should be using the main structure. However, on the new south wharf, it is now safe to use the rail. There are some good articles and videos on the internet on this topic so please do a little research.

As a guideline, the bow and stern line should be 2/3 the length of the boat. For normal conditions, spring lines should be the length of the boat and for stormy weather, perhaps another 25% longer. It is a good idea to have extra lines ready when that big blow comes through and be careful of potential chafe points on the boat



and on the dock. If your boat does not have mid deck cleats, I would highly recommend them. You can have too



few lines on your boat, but never too many. If you are in doubt about how to tie up your boat, take a walk around the docks and ask some of the more experienced boaters how they do it.

One last point is that you are responsible for making sure that your boat is properly secured and will not damage the dock or an adjacent boat. I have seen too many occasions where poor quality or too slender a rope has been used. What is the point of skimping on a dock line when you are protecting your precious investment? Don't use skinny lines and have them as big as will fit on your cleats. Inspect them regularly for signs of chafe.



If all this sounds familiar, it is and was in a safety column a couple of years ago. One of the flag officers made the observation recently that some boats were not secured properly and suggested to me I write something about it. Well, here it is again.

Have a safe and enjoyable fall season

## GUIDE ON LINES TO USE

Up to 20' in length - 3/8" in diameter  
21'-34' - 1/2" in diameter  
35'-45' - 5/8" diameter  
46'-60' - 3/4" diameter

- Bow and Stern lines should be 1.5 to 2.5 times the beam
- Forward and Aft springs should be 1 to 2 times the length
- Use one size larger for unusually heavy or high windage boats
- Always use chafe protection when passing lines through chocks or other surfaces likely to cause abrasion

# RNYC SAIL PAST





SAIL-PAST (cont.)



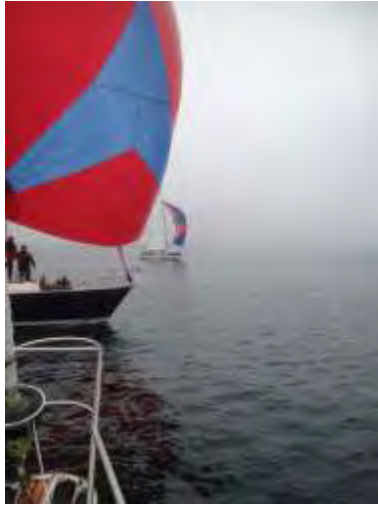


# BMW RNYC Race Week 2013

By Donna Marie Humphries

Race Week 2013 brought a great turnout of 17 boats and crews and a shiny new sponsor. Welcome on board BMW, we are truly delighted to have you with us this year and thank you sincerely.

Wednesday night's race brought a bag of tricks from a nice start to barely enough wind to carry all the soggy boats and bodies across the finish line...it truly was anyone's race that evening!



Thursday evening brought excessive winds, and no racing...a huge disappointment to all, to say the least! Thank you race committee for making the tough call, and keeping us all safe and sound at the wharf!

Friday...ahhh, now this is what we all live for...racing, racing, racing and more racing...well almost. Awesome day right up to the abandonment of the last race! But a great day was had by all, none the less.

Well we didn't break any records for getting the most races off during this years Race



Week, but never let it be said that sailors don't know how to make their own fun!! Our last day of racing brought us six hours bobbin' on the water waiting for the wind. One would think this would make for one boring day, but you throw in some water guns and buckets, swimming and

of course a few tipsy's and you have the recipe for a wonderful afternoon on the Bay! We even saw a hammock out there that I am sure was the envy of more than one crew member. Of course, as always, you can count on the weather to eventually turn, and just in the nick of time we managed to get one last race in before the end of the day. It truly was a terrific ending to the day. One last go round the buoys before calling it quits for another race week.

I would like to extend a big Thank You to Todd Burlingame who generously donated his time and his beautiful boat to the race committee.

Also, a very special Thank You goes out to this years Race Committee, our RNYC staff, the skippers and crews, you are all the folks that make everything possible.

Congratulations to the winning skippers and crews.

Already looking forward to Race Week 2014!!! Hope to see you all there!





# 2013 BMW RACE WEEK A GREAT SUCCESS



By Dwanda Newman

Seventeen boats participated in race week this year with close to a hundred and fifty people racing; the most boats since 2010. The weather was warm and the wind was wild as usual! The race on Thursday was cancelled with the wind blowing a solid 30-35 knots. On Saturday, racers spent the entire day swimming and having water fights on a completely flat bay until the wind began to blow stink in the last few minutes of the day. Did I mention the numerous wind shifts throughout the week? The Race Committee and racers alike did an admirable job of responding to the ever changing conditions. Nomad called for wind from on high, while Bella J took measures to ensure an adequate supply of refreshing adult beverages. As usual the after party was amazing not ending until the wee hours of the morning. I can't give specifics but I can report that there was many a bleary eye Sunday afternoon!



and the grounds were amazing! Love that tent!

Congratulations to Shalloway(Div 1) and Dynamique(WS) for winning the week again this year! Special mention to Warlock which seemed unbeatable in Division 1 until the very last race of the series and Greyling which had line honours in all three White Sail races (might be time to dust off the old spinnaker Dave!). Pourquoi Pas did great in White Sail but I am sure they will be happy to get back to Division 2 next year. It was great to have three new entries this year, Santiano, Turanga and Grasshopper.

W e l c o m e !

Horatio joined in too, taking a break from cruising and Full Tilt made the trek across the bay to race. Simon and Daniel Rees stepped down from race committee this year but they couldn't stay away and it was great to see them racing with their dad on Athlete. As for the water fight, the victory was claimed by Déjà Vu but is disputed by High Energy on the basis of superior weaponry. And Evolution be warned you won't escape so easily next year!



## 2013 BMW RACE WEEK A GREAT SUCCESS (cont.)

Division 1 (Eight boats) – 1st Shalloway, 2nd Warlock, and 3rd Deja Vu



Race 1 - Celerity quickly got the hang of the new main, besting Warlock by 3 seconds on corrected time and Evolution took third beating Shalloway by 12 seconds.

Race 2 - Deja Vu crossed the line first and won on corrected time followed by Shalloway and then Warlock.

Race 3 – Warlock blew everyone away crossing the line before Deja Vu and winning on corrected time by almost six minutes followed by Shalloway and then Deja Vu.

Race 4 - Abandoned as a wind shift caused the committee boat to drag anchor and the finish line effectively disappeared!

Race 5 – Shalloway took the field by more than eight minutes on corrected time followed by Evolution and then Deja Vu.

White Sail (Nine boats) – 1st Dynamique, 2nd Greyling, and 3rd Pourquoi Pas

Race 1 – Dynamique took first on corrected time followed by Greyling and then Pourquoi Pas.

Race 2 – Dynamique was first again but this time Pourquoi Pas was second and then Greyling.

Race 3 - Abandoned.

Race 4 - Greyling had an amazing race crossing the line first by almost 20 minutes and winning on corrected time followed by Dynamique and then Full Tilt.



It is hard to believe that at the start of 2013 we weren't sure how we were going to keep sail racing going this year. Thanks to Justin and Michael Ladha for stepping up. Also thanks to Ryan Kelly, who did an amazing job with help from Courtney, Hollie, Kate and Eoin. Special thanks to Todd Burlingame who graciously donated his time and his beautiful boat, Double Cross, for the committee boat and to Anne Squires and Derek Stapleton for use of their boat to lay the marks. As usual this week could not have been a success without the wonderful people that keep the club running Jim, Steve, Cory and the kitchen and bar staff. Thanks so much to all. We welcomed a new sponsor this year, BMW, and we encourage everyone to communicate our appreciation especially when buying a new car. Hopefully this will be the beginning of a long relationship.

This was my second race week and my first year in Division 1. I am always surprised how much I enjoy it and how much I learn in a week. It seems to me there is no better way to improve your sailing than trying to catch up to a bunch of boats that are supposed to be slower than your boat. There is no doubt that Race Week is the highlight of the season and this year was no exception. Can't wait until next year!





# EXIT REALTY POWER BOAT POKER RUN

By Peter Lawrie

It was early in the morning of Saturday July 17th and the organisers were huddled in a corner of the clubhouse. The weather was fair, the forecast was looking good, the skippers were waiting the crews were readying the boats. Eventually the organisers came out of their huddle (just like Wiarion Willie) and announced;

**“The Exit Realty on the Rock Poker Run is a go, skippers start your engines”**

When the skippers emerged from the clubhouse they were met by a lively and excited Exit Realty Crew complete with a covered booth, coffee, O.J., muffins, breakfast sandwiches, T-shirts, and other items including a pirate bag with some useful items in it. We were also given a fender inscribed with “Exit Realty want to FEND off the competition” in true pirate fashion.



Seventeen power boats, of various sizes and their crews of families and friends left the RNYC wharves and proceeded in a long line to the first port of call. Must have been a total crew of over 80 Long Pond Pirates on board that morning.

At Middle Arm (also called Cat Cove) at the far west of Conception Bay we were met, as we had been in



previous years, by our friend, the late Bob Pratt and his crew, including his first mate Salty. We all had different colored ribbons on our bow to signify which pack of cards our card was

to come from. We all managed to retrieve our first card without any incidents occurring.

As we steamed eastward along the coast past Colliers Bay, many of us were trying to figure out the scavenger hunt which had been set for us. It was still a bit early in the day to work out longitude and latitude puzzles but we persevered.

Before long we were turning into Brigus Harbour and on to our next stop adjacent to Molly's Island. Here we were met by Carol Ryan and Karen McCallum ably

assisted by Past Commodores Ken and Barry. All vessels got their second card and somehow navigated between all the mooring buoys without any scrapes or tangles.



As we steamed up the Harbour and around the Brigus lighthouse and beyond we were entertained by numerous whales and dolphins which were frolicking in the calm ocean. No matter how many



times I see these animals, I am always impressed by their grace and agility and power.

Onwards we went past Cupids Bay and eventually turned past the rocks and into Bay Roberts Harbour. Here at the Veterans Quay we all tied up safely

, thanks to the great folk at Bay Roberts marina (they always look after us.) Here we were all presented with more goodies such as Pirate hats, Cutlasses, eye patches, there were some scary sights. A motley crew indeed.



Jim Eastman and his daughter Sophia had the BBQ going, having made the overland trek with all the food and accessories. There were drinks for all at the Legion bar compliments of Exit Realty. The Exit Team had arranged music on the wharf and we enjoyed a

sing-along during lunch. Several of our participants showed off their singing and dance talents as well. Our immediate Past Commodore became Neil Diamond for a while also. Thanks to the musicians, singers, and of course the wonderful Bay Roberts people.



## EXIT REALTY POWER BOAT POKER RUN (Cont.)

The traditional group photo was duly taken, both frontwards and backwards.



We now had three cards, full bellies, smiling faces and were fully armed with pirate attire when we shoved off to get the fourth and fifth secret card, while still trying to gather the scavenger hunt items. We all steamed out of Bay Roberts and headed to Chimney Cove on Kelly's Island where Skye and its crew handed out the next card without incident.



Then it was back to our home berths at the RNYC where the skippers could then, at last, quench their thirst with a well-deserved beverage, having successfully completed the voyage. We are reasonably sure we had the same number of boats and crew return as set sail. That indicated no one deserted, no-one had



to walk the plank or no-one was keel-hauled, also no one got lost.

We all migrated to the clubhouse where we were met by the Exit Realty Crew, resplendent in their Pirate costumes, including the Pirate Queen in a very alluring outfit, there was champagne and chocolate coated strawberries for all. In addition the Exit Band were playing great music.



We BBQ'd and ate steak and all the trimmings and then got into the serious poker game, the outcome of which resulted in the winner being "Raindance" followed by "Sugar" and then "Skye". A treasure trove of booty was shared among the winning boats. The scavenger hunt was brilliantly and cunningly won by the "Skye" crew.

A treasure chest of plunder including vitals, lots of grog, and many other items was competed for by "last skipper standing method" This bounty was won by "Katie Rose" and crew. We have not seen John or Rose since ..think they are endeavoring to empty the treasure chest before the end of the boating season. Good Luck with that!

We had a birthday cake for our favourite person, Muriel.



As the dancing and carousing continued we were pleasantly surprised with

another announcement, Anne Squires decided she was going to buy all present their BBQ dinner. What a generous gesture, and wonderful words spoken, Anne. On behalf of all, thanks. Sadly, the day had to come to an end and as we went our different ways we were sad in one way, that the day was drawing to a close, but happy that it had been such a success and happy that we had met some new friends and caught up with some older ones. Hope to see you all again next year at the "Tenth Annual Exit Realty Poker Run"





# Exit Realty Power Boat Poker Run (Cont.)



Many thanks to the sponsor, organisers, the club staff and the musicians both at the club and at Bay Roberts.



# WHAT DO POWER BOATERS DO WHEN THEY'RE NOT POWER BOATING?



WHY EAT OF COURSE!

## IS THE COMMODORE CHANGING TO SAILING





# LAST LAUGH

## Jesus is Watching You

A burglar broke into a boat one night. He shone his flashlight around, looking for valuables, and when he picked up a CD player to place in his sack, a strange, disembodied voice echoed from the dark saying, "Jesus is watching you."

He nearly jumped out of his skin, clicked his flashlight out, and froze. When he heard nothing more after a bit, he shook his head, promised himself a vacation after the next big score, then clicked the light on and began searching for more valuables.

Just as he pulled the stereo out so he could disconnect the wires, clear as a bell he heard, "Jesus is watching you."

Freaked out, he shone his light around frantically, looking for the source of the voice. Finally, in the corner of the room, his flashlight beam came to rest on a parrot.

"Did you say that?" He hissed at the parrot. "Yep," the parrot confessed, then squawked, "I'm just trying to warn you!"

The burglar relaxed. "Warn me, huh? Who in the world are you?" "Moses," replied the bird.

"Moses?" the burglar laughed. "What kind of people would name their bird Moses?"

"Those same kind of people that would name their rottweiler Jesus."



"Yes, I do think you overpacked. After all, we're sailing around the bay for a few hours."



A guy gets shipwrecked. When he wakes up, he's on a beach. The sand is dark red. He can't believe it. The sky is dark red. He walks around a bit and sees that there is dark red grass, dark red birds and dark red fruit on the dark red trees. He's shocked when he finds that his skin is starting to turn dark red too.

"Oh no!!" he says, "I think I've been marooned!!"



When John died his friends decided that they would take their boats out for a parade to remember John and his great love of boating. They all gathered at the marina, and gave John's widow a place of honor on the first boat.

Only a few boats had gotten away from the dock before the Coast Guard came over and ticketed them.

It seems they were in a no-wake zone.



## BOATS FOR SALE

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

### BOATS LYING AT RNYC, LONG POND

Sail or Power	Length	Make	Year	Asking Price
Sail	38.75'	C&C Landfall 39	1987	\$97,500
Sail	38'	C&C MK3	1986	\$69,700
Sail	37'	Newfoundland Built - Fibreglass over wood	1997	\$42,000
Power	31'	Silverton Fly Bridge Sedan Cruiser	1976	\$18,500
Sail	27'	O'Day 27	1978	\$24,500
Power	26' 11''	Boston Whaler Conquest 255	2004	\$79,500
Sail	26'	Grampian 26	1972	\$11,250 Neg
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
Sail	26'	Grampian 26	1973	\$10,990

### 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](mailto: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)



# ROYAL NEWFOUNDLAND YACHT CLUB INFORMATION

## 2013 RNYC CLUB EXECUTIVE

### FLAG OFFICERS

Peter Lawrie	Commodore		<a href="mailto:jplaw456@gmail.com">jplaw456@gmail.com</a>
Donna Marie Humphries	Vice Commodore	Treasurer	<a href="mailto:dhumphries@nf.sympatico.ca">dhumphries@nf.sympatico.ca</a>
Alasdair Black	Rear Commodore	Wharf Allocation	<a href="mailto:sirjames26@gmail.com">sirjames26@gmail.com</a>
Leo Quigley	Rear Commodore	Facilities	<a href="mailto:leo.quigley@nf.sympatico.ca">leo.quigley@nf.sympatico.ca</a>
John Walsh	Past Commodore		<a href="mailto:cet@nl.rogers.com">cet@nl.rogers.com</a>

### EXECUTIVE

Tess Burke	Secretary/Communications	<a href="mailto:tburke@vfs.com">tburke@vfs.com</a>
Eg Walters	Easter Seals	<a href="mailto:egbert@bell.blackberry.net">egbert@bell.blackberry.net</a>
Doreen Neville	Sailing School	<a href="mailto:dneville@mun.ca">dneville@mun.ca</a>
Wayne Morgan	Power Boat Events	<a href="mailto:wmorgan@inbox.com">wmorgan@inbox.com</a>
Michael Ladha	Race Committee	<a href="mailto:mladha@curtisdawe.com">mladha@curtisdawe.com</a>
Derek Stapleton	Membership Services	<a href="mailto:derekstapleton@exitrealtynl.com">derekstapleton@exitrealtynl.com</a>
Dave Humphries	Social Events	<a href="mailto:dhumphries@nf.sympatico.ca">dhumphries@nf.sympatico.ca</a>
Rodney Miller	Launch/Haul-Out	<a href="mailto:yrbmj@yahoo.ca">yrbmj@yahoo.ca</a>
Ted Laurentius	Safety Officer	<a href="mailto:ted.l@nf.sympatico.ca">ted.l@nf.sympatico.ca</a>
Dwanda Newman	Special Projects	<a href="mailto:s.newman@nl.rogers.com">s.newman@nl.rogers.com</a>
Jim Eastman	Club General Manager	<a href="mailto:manager@rnyc.nf.ca">manager@rnyc.nf.ca</a>
Ken Corbett	Website & Spindrift	<a href="mailto:kcobbett@nf.sympatico.ca">kcobbett@nf.sympatico.ca</a>

---

### UPCOMING EVENTS

Commodore's Cocktail Party.....September 1, 2013  
Haul Out Starts.....October 1, 2013  
Past Commodores' Night.....October 4, 2013  
Thanksgiving Dinner.....October 13, 2013  
Haul Out Ends.....October 31, 2013  
Semi-Annual General Meeting.....November 20, 2013  
Club Christmas Party.....December 6, 2013  
Children's Christmas Party.....December 15, 2013

---

### CONTACT INFORMATION

The Royal Newfoundland Yacht Club  
P.O. Box 14160, Station Manuels  
Conception Bay South, NL  
A1W 3J1  
Phone: 834-5151  
Fax: 834-1413  
email: [manager@rnyc.nf.ca](mailto:manager@rnyc.nf.ca)

---

Spindrift is the official newsletter of the Royal Newfoundland Yacht Club and is published 3 times/year  
Photographs and articles are the property of the individual owners and may only be reproduced with their permission  
Editor: Ken Corbett  
Photo Credits: Peter & Joy Lawrie, Leo Quigley, Rees Bros Productions, Tess Burke, Ken Corbett, Brian Taite, Greg Locke & Others  
Cover Page and Printing: James Eastman  
Proofreading: Gillian Corbett

# Good Credit? No Credit? We Have Options!



THE  
**Sundara**  
CONDOMINIUMS

- Occupancy early fall
- Underground parking
- Appliances included
- 10 minutes from Downtown St. John's
- Young professionals..own your own
- Seasonal residence while you vacation south
- First family home...We got it
- \*Legal fees included for purchaser



## Starting at \$265,900

Modern • Bright  
Spacious • Elevator  
Garage • Parking!



\*conditions apply

**ANNE SQUIRES**  
709-631-3005

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

