

Seasons Greetings

December 2013



Official Newsletter of the Royal Newfoundland Yacht Club

The Spindrift & News



Volume 9 Issue 3

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December 2013



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FROM THE EDITOR'S DESK

Well another boating season has come to an end, I hope it was a good one for you. As it happens it was my last season as a boat owner but you can read more of that in this issue,

This season saw a lot of work undertaken around the club. This is all detailed in the Commodore's Letter and Leo Quigley's Report. Both are to be congratulated for all their work this year as are all the Executive and the members who took part in the Volunteer Work Days. As a result of all this time and effort our club remains a place where we can be proud to be members and enjoy all the facilities available to us.

Communications with members continues to be a priority. Your Executive wants to ensure that you are aware of everything that is happening around your club, especially the events. To that end we have issued a Request For Proposals to Web Design companies to determine if it is economically feasible to create a new, easier to maintain Web Site and Social Networking system. The intent is to spread the load of maintaining the system over a number of people and reduce the duplication of effort that now takes place. If feasible, we hope you will see a new web site in place before next year's season.

One important part of this process will be finding someone willing to act as the Webmaster. While much of the work load will be spread around, there must be one individual with overall responsibility. I have undertaken that role for the last four or more years and now want to move on. If you have experience with web sites or have an interest in being involved, you are asked to let the Executive know as soon as possible. Before we can start planning a new site, we must have that person in place.

Ken Corbett
Editor





FROM THE COMMODORE'S DESK



Where has the year gone? It seems just yesterday we were watching the completion of our new South Wharf and North Wharf repairs, and now all the



boats are 'on the hard' and we are ready for whatever winter brings us. As we move towards the end of the year I reflect on my year as Commodore of the R o y a l Newfoundland Yacht Club. I have

enjoyed immensely my year as the 50th Commodore of the Club I have been honored, privileged and somewhat humbled by the experience, and thank all those who have helped me get through this very busy year.

As you can imagine our main focus this year was getting the wharves and o t h e r infrastructure completed and in use. I know you agree with me when I make the statement that we have a fine South Wharf now, one that will serve us for years to come.



Our year could not have been so successful were it not for the understanding of our members during the construction and commissioning of our wharves. There was much moving around, inconvenience experienced and cooperation shown.



I was really impressed by the turnout of volunteer members, especially younger ones, during both of our Volunteer Clean up

Days. The launch ramp was completed by volunteers also. Job well done!



We had a great boating season with all of our events successful and well

attended, Junior Sailing and Sail Racing were well run and enjoyed by a great many people. A word or two of gratitude to our main sponsors, Exit Realty on the Rock, BMW of St. John's, Century 21 Sellers Choice, and Penfolds Wines, they were all very supportive of the club. Please support them in return.

I also thank Immediate Past Commodore John Walsh for leaving us in such a good position with financing, fee increases and contracts in place so we could move forward with our construction phase.



I can't say enough about your Executive this year, they worked very hard on your behalf. The club is indeed in good hands well into the future with the people who are presently serving on the Executive.

Our staff, Jim Eastman and his team both in the yard and in the clubhouse did a stellar job as always. Thank you all so much for contributing to such a good year.

As the boats sit on the land and we plan for winter activities I thank you for your support throughout the year. It was a privilege and honor to serve you .



My wife Joy and I wish you and your families all the best for the festive season and a wonderful 2014.

Peter Lawrie
Commodore 2013



FROM THE CLUB MANAGER'S DESK

Season Greetings!

Well another year as come and just about gone. Its been quite the year for sure. Major projects were the theme of the year with the entire south wharf being demolished and rebuilt and a complete kitchen make over which brought us up to date in many key safety areas that were lacking previously. It is impossible to do a complete recap of the year in the space that I have here and really it is all covered off in the various reports and articles that are contained in this issue and in past issues this year. But needless to say its been an eventful and rewarding year. Once again it was my privilege to work with and for some incredible people. The club staff are second to none and they are what makes the RNYC the special place that it is. The executive was a great group of individuals and were great to work with. Congratulations to Peter on an amazing year as Commodore. There are too many others to mention here but be sure there is plenty of credit and congratulations to go around. And finally to the members... while challenging at times it is always a pleasure. Thank you for a great year and I wish you all the best this holiday season and into 2014.

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 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 kcorbett@nf.sympatico.ca or the RNYC Office manager@rnyc.nf.ca

WEB SITE HELP NEEDED

Those members that attended the SAGM heard that we are currently reviewing proposals to build a new RNYC website and Social Media Interface. Ken Corbett has been our Web Master for the last four years and has indicated his desire to step down once a new site is in place.

We are seeking members who have some web experience or interest, that would be initially interested in helping to select a web site vendor from the proposals received; assisting with the development and implementation of the new site and finally providing ongoing support. We would also welcome anyone with knowledge or interest in any part of this process.

If you would like to assist the club in this area, please contact Ken, Donna Marie or Jim and indicate your interest and what you are willing to assist with. The selection process will start immediately in the New Year.

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.rnyc.nf.ca or call the office at 834-5151

MEMBER INFORMATION UPDATE

Members are requested to inform the office at 834-5151 or manager@rnyc.nf.ca if any of their personal information changes. (e.g. address, phone number, email address, credit card number or expiry date) This will ensure that you receive information in a timely manner and that invoices are dealt with on schedule



JIMMY SPITHILL VISITS THE RNYC



Thanks to the Newfoundland Sales Agent for Penfold's Wine **John Veitch** and his friendship with our club manager, Jim Eastman the RNYC was able to obtain a very special speaker for Past Commodore's Night. When it was first arranged, nobody realized what a coup it would be for the club to obtain such a celebrity in the



world of sailing. At that time, Jimmy Spithill was one of several skippers competing for this year's America's Cup. The fact that he went on to win the cup in such a spectacular fashion only added to his prestige as a speaker. The RNYC was the only yacht club in Canada that was able to obtain Jimmy Spithill as a speaker for its members. In fact, it was his only Canadian appearance this Fall.

This was his first visit to Newfoundland and he graciously agreed to start it by meeting with our Junior sailors. He held a very dynamic question and answer session with our young sailors which both Jimmy and the sailors were very happy with.



Following this session, Jimmy was the guest speaker at the Past Commodore's Dinner. Prior to and after he very generously agreed to having his photo taken with just about every member of the RNYC and chatted with groups of members. He then undertook a Question and Answer session with Penfolds Brand Business Director, Seth Hynes as well as answering questions from members.

He gave a very entertaining and interesting overview of the America's Cup and his role as the winning skipper. Members and their guests enjoyed listening to the various discussions.



Following the dinner, more photos were taken before Jimmy Spithill left for the next step of a very exhausting tour. The days before he had been on the Today and Leno shows and I believe he was on his way to the Annapolis Boat Show.



A great evening was had by all in attendance and our thanks to Jimmy Spithill: Seth Hynes and John Veitch of Penfolds and Jim Eastman of the 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.**



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NEW HONORARY LIFE MEMBERS

Robert W. Innes



On Wednesday evening November 20th, at the November Annual General Meeting of the Royal Newfoundland Yacht Club the Executive Committee proposed and the General Membership overwhelmingly voted to bestow an Honorary Life Membership to our long serving member **Robert W. Innes**.

Bob Innes has been a member of the RNYC since the mid nineteen fifties, longer than any present member can remember, it was before we had our first Commodore, before we had our first building and long before we had our Royal designation.

Bob was asked one day in those early formative years of the club to join the then executive committee; however Bob was managing a thriving business in St. John's at the time and was too busy to accept the invitation. However Bob did agree to play music at a couple of events at the club each year. So that is how it all began.



For over six decades Bob has been playing music for us at our club, he has played at countless events, more than anyone can remember. He has played at Christmas Parties, Sail Pasts, Past Commodore Nights to name a few .Bob is also very much in tune, and keeps us aligned with all the protocols required for us to maintain our Royal Status. We, the members, all owe him a debt of gratitude.

Bob still plays music for us, most recently at this year's Past Commodores night where he impressed our guest from "Down Under" Jimmy Spithill. Bob even played a couple of tunes at the November AGM after he was awarded his Honorary Life Membership.

A boater for many years Bob remembers the pond as it was in the fifties and sixties and spent much of his time on the water on his two boats with his family. One "Robert Bruce", a converted life boat, and "Misty". He spent many days waiting till the tide came up so he could float of one of the many sandbars which were prevalent at the time.



Bob is also a life member at the Crow's Nest Officers Club and is a regular attendee at Rotary Club and Probus Club of St. John's. He is also on the RNYC Honour Roll.

We thank Bob for his dedication and unrelenting service to the club ...who else can we say has served the club so well for so many years. We look forward to many more years of music from Bob

Please extend to Robert W. Innes, one of only 20 Honorary Life Memberships awarded in the life of the RNYC, a warm appreciation for his lengthy service to the RNYC and thank him for all the time he has given freely to the club as our musician for over sixty years. We welcome Bob as an Honorary Life Member and wish him all the best in the future.

Thank You Bob.

Ted Laurentius

At our SAGM in November long-standing RNYC member **Ted Laurentius** was given the distinct honour of being bestowed with an Honorary Life Membership into the Royal Newfoundland Yacht Club. For anyone who has been connected with the RNYC over the past 40 years, this would probably come as no surprise. If there was ever an individual "deserving" of such an honour it would be Ted Laurentius. To me, and to many others who have been fortunate enough to work with Ted on projects at the club or who know him as the accomplished sailor that he is – Ted is Mr. RNYC!

Ted has invested so much of his time and talent into the club's activities, special events, programs, and wharf infrastructure of the Royal Newfoundland Yacht Club, it would be hard to imagine being around our club facilities without him. His passion, commitment, generosity, and interest in everything that goes on at the club is simply incredible. In fact, Ted's involvement in the executive committee (including a term as Flag Officer, Vice Commodore, and Commodore) spans more than three decades. Incredible!



Honorary Life Members (Cont.)

Ted Laurentius (cont.)



Ted first represented Newfoundland and Labrador sailing in the inaugural Canada Games in 1969, was part of the Race Committee for the 1977 Canada Games, was Race Chair in 1986, Regatta Chair for Newfoundland Keelboat Races in 1986, Race Chair for SAILEAST in 2003, and was an extremely active and successful racing skipper throughout the 1980's and 1990's. Ted has also been actively involved in the Canadian Yachting Association for many years, and has instructed many sailing seminars and safety courses on behalf of the CYA.

From 2004 to the present Ted has served in the role of Safety Officer. He was club secretary in 1995, was wharf committee chair from 1980-1985, was a Flag Officer from 1987-1992 and served with distinction as Commodore in 1991.

Ted continues to be the “go-to” guy for all historical information relating to everything we do at the club, and he is definitely the protocol guru and effectively maintains and updates the club's constitution and by-laws on an ongoing basis. His involvement in almost every aspect of the club's infrastructure and wharf development over the years makes his contributions in these areas too numerous to mention. Suffice it to say that Ted had his hands in everything from driving piles, designing and building wharfs, purchasing the travel lift and mast crane, purchase of the upper lot, the design and fabrication of the fuel dock, installation of our weather recording system and WIFI network, development of the first RNYC website, and so much more. Ted Laurentius' contributions are simply amazing!



The RNYC continues to make Honorary Life Membership a very distinct and exclusive honour – and so it should. But I'm sure that many of you will agree, if there was ever an individual who merits recognition as an Honorary Life Member, Ted Laurentius would be at the very top of that list. Congratulations, Ted, and thank you for your many years of service and your incredible contributions to the Royal Newfoundland Yacht Club. It has been a pleasure working with you and getting to know you over the past number of years. You are a special man and the RNYC has been so fortunate to have been the beneficiary of your generosity and service for so many years, and it's important for you (and your family) to know that your contributions have not gone unnoticed!

Thank You Ted

(Bob Innes item written by Pater Lawrie, Ted Laurentius piece by John Walsh and Alasdair Black)

YOUR 2014 RNYC EXECUTIVE

At the SAGM in November, the new Executive for 2014 was unanimously elected by the membership. Your slate of officers for 2014 is:

Flag Officers

Commodore.....Donna Marie Humphries
 Treasurer
Vice Commodore.....Alasdair Black
 Wharves
Rear Commodore.....Leo Quigley
 Facilities
Rear Commodore.....Derek Stapleton
 Membership Services
Immediate Past Commodore.. Peter Lawrie

Executive

Communications & Secretary.....Tess Burke
Easter Seals.....Eg Walters
Sailing School.....Doreen Neville
Launch & Haul Out.....Rodney Miller
Power Boat Events.....Joe Browne
Race Committee.....Michael Ladha
Safety.....Ted Laurentius
Social Events.....David Humphries
Special Projects.....Dwanda Newman

Ex-Officio

Web Master & Spindrift.....Ken Corbett
General Manager.....Jim Eastman

Great Strides in Facilities Improvements in 2013!

Well, we've got a lot to be proud of in terms of facilities work this past year – a new South Wharf, essential repairs to a collapsing section of the North Wharf, a new launch ramp, upgraded kitchen fire suppression system and a spruced-up Clubhouse thanks to the tremendous efforts of volunteer members on our two Club clean-up days! And these are just the major projects and undertakings – Commodore Peter Lawrie is to be congratulated for his many initiatives that have helped improve the general appearance of the place this year.

supposed to keep out the weather and prevent further degradation of the building walls and interior. We are embarking on several projects to repair these areas this winter.

And then there is the unmistakable poor condition of the North Wharf. We, as an executive team are ever cognizant of the need to effect some significant work out there - we are working within our means in a fiscally responsible manner putting resources into the areas of highest priority in the immediate term. At the same time, in keeping with our promise to members, we are committed to ensuring funds remain earmarked to reduce and eliminate the Club's historical reliance on our line of credit. All of these measures are having the

desired effect of steadily



Among Peter's contributions are: a newly-painted parking lot, new garbage bins, new wharf trolleys, a relocated security gate on the North Wharf and many more projects during the year too numerous to count! I would like to extend a warm thank-you to Peter for being ever-present and rolling up his sleeves around the Club this year! Looking ahead, there remains much work to be done – our Club facilities are showing the effects of many years of tight financial positions that have hindered reinvestment in upkeep. Our immediate priority going forward is the badly deteriorated Clubhouse building envelope – the part that is

improving the financial position of the RNYC so that we can provide the amenities that members expect from this prestigious facility into the future.

There is much work to be done. I look forward to being of service to the Club and its members in 2014 and I wish you all a pleasant and safe Christmas!

Leo Quigley
Rear Commodore - Facilities

COMMODORE'S COCKTAIL PARTY



Many Thanks to Ches Penny and Iris Petten for allowing us to use their beautiful property

Farewell and Thank You!

John Walsh

After seven years of attending meetings, making decisions, and collaborating with colleagues and staff as a member of the RNYC Executive Committee, on December 31, 2013 my tenure comes to a close.



It has been an honour and pleasure to serve in various capacities over the past seven years, and I have really enjoyed the experience of being involved. I always took my responsibilities as a Flag Officer or committee member very seriously. I will also enjoy “not” having to attend executive meetings – especially outside the boating season when boating is normally not uppermost in our minds. I will always cherish my year as Commodore of the RNYC in 2012 and consider it among my fondest memories. As I've said many times in the past, many of our members have no idea how much time, energy, and commitment is given to volunteer board positions like these. You need to serve to fully appreciate the extent of involvement and commitment.

My tenure, like the tenure of many others, was not without its controversies and difficult decisions. I put forth a motion to increase RNYC membership fees by \$1,000 to try to finance wharfs and address our ballooning operational deficit, and I was delighted to see this motion unanimously supported by the membership in attendance at our AGM that year. That was not an easy decision or an easy motion to put forth. But I was painfully aware that we could not continue to operate our club using funds borrowed from a “line of credit” if we wanted to run an effective and financially viable operation. We cut costs, streamlined operations, laid off yard staff during the winter months, and curtailed almost all capital expenditures during that year to get our costs under control.

Related to this, of course, was the construction of the new wharf infrastructure which we currently enjoy on the south wharf. From the piles to the brand new electrical pedestals and upgraded wiring, this is a “state of the art” structure that will serve the needs of the membership for many years to come. We need to replicate this on the north wharf sooner rather than later, because critical wharf infrastructure is among the most basic needs of our



membership. I'm extremely proud of the south wharf, and I sincerely thank the flag officers and executive members who worked so hard with me in ensuring that the tender and detailed specs for this wharf were so well put together. Brian Power and his staff at Seagull Construction did a remarkable job on our behalf. While I was primarily responsible for gaining the support of the membership, the coordination of the RFP, development of the detailed terms of reference, ensuring the property appraisal was sufficient to meet our borrowing needs, and coordinating the financing of the project, Peter Lawrie (and others) were saddled with the construction oversight during his tenure as Commodore, and all those involved did an outstanding job! This was a big job and busy time for all of them, and did they ever rise to the occasion – each and every one!

Many people were actively involved and supportive throughout various stages of this work. But I have to mention Peter Lawrie and Leo Quigley, in particular, and Ted Laurentius was always there for reliable advice, historical knowledge, and ongoing support.

My tenure comes to a close at the end of December, but there are (and probably always will be) challenges ahead. We have to ensure that our operations are financed from fees and not from a line of credit. We have to set aside operational funds to pay our bills and cover our costs. We have to continue to be mindful of our operating and capital expenses and “cut the cloth to suit the garment”. We cannot spend more than we take in from the membership. Our resources are limited and our needs are great. But with continued sound financial management and good stewardship, we will prosper and grow as a club.

Thanks to all who served with me and to former Commodores Keith Pearce and Mike Shawyer for having confidence in me by inviting me to be part of their executive several years ago. I especially salute the efforts of Commodore Lawrie and his team this year. You have done amazing work! I'm sure that Vice Commodore Humphries will continue to provide inspiring leadership going forward.

If you have the time and you have an interest in making the RNYC a better place, I encourage you to get involved and serve in some capacity in the future. We are always looking for interested and dedicated volunteers, and while there are no tangible rewards (and sometimes even a little grief and pressure), being involved is extremely rewarding and I sincerely thank you for the opportunity to serve and for your support during my tenure over the past seven years. Like others before me, I hope I have made a small contribution in making the RNYC a better place for all of us to enjoy! Best wishes to all our members and staff (from me and Rose) for a Merry Christmas and a Healthy and Prosperous New Year!

THANKS TO THE 2013 RNYC EXECUTIVE

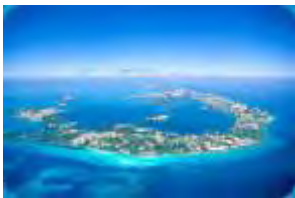




The Royal Bermuda Yacht Club

by Alasdair Black

With the boat hauled out for the winter and with the days becoming decidedly colder it was with slight trepidation I spoke with Commodore Peter Lawrie. When I announced that I was going to visit my wife Alison (who is working in Bermuda) I knew that I would get little sympathy. He bore the news well and soon cheered up when I offered my services to represent the RNYC and discuss reciprocal arrangements with the Royal Bermuda Yacht Club.



Bermuda is a very beautiful group of islands, a tiny dot in the middle of a very big Atlantic ocean, yet only two hours flight from Toronto. This geographical position placed Bermuda in the

front lines of history between the great 18th - 19th century naval powers of Britain and America. This is very evident not only by the numerous preserved fortifications but by cultural cues. The association with the commonwealth is self evident alongside Caribbean and Portuguese influences. I was somewhat amazed however to see a boat in the former British Naval Dockyard carrying the flags of Bermuda, Scotland and Newfoundland. The local boat yard owner has NL links.

Carrying the customary "letter of introduction" (available from club Manager Jim Eastman) I entered the historic club building and presented myself to David Furtato the Manager. I was received very warmly and we exchanged a good deal of information before exchanging club Burgees, something that now they only do with other Royal Yacht Clubs. Visitor privileges are extended for a period of two weeks so after a quick tour of the clubhouse lunch was in order. The main dining area is under an awning overlooking the 150 berth marina right on the Hamilton harbour front.



This ideal location for the sailor is also ideal for the business folk of the impressive capital. The restaurant staff, all smartly dressed in traditional Bermuda Shorts (what else!) went about their work with great style. There is a quaint gentility in Bermuda that speaks of a time lost in many parts of the world. Entering the RBYC this essence of tradition is even more noticeable. Clearly the club is very proud of the Royal traditions

and heritage which began in 1844.

The Club was created by thirty Gentlemen and British Naval officers and is the third oldest club holding a Royal warrant outside the British Isles. Today it has 850 resident and non resident members. There are 150 berths at the club which expands greatly for signature events such as the Newport to Bermuda race, The Gold Cup and other regattas. The clubhouse also boasts three rooms where guests can stay in addition to several meeting rooms. The walls are museum like spaces filled with interesting exhibits that mark a proud and living heritage.



The marina has a large proportion of powerboats but also a fleet of Etchells, J 105 and J 24's, and a very active RYA sailing school's fleet of Optis. The unique Bermuda Fitted dingy races are quite a spectacle. These boats

are described as 'way too much sail and too little freeboard' and interesting race rules state that only one person has to be in the boat at the finish line. This rule encourages the crew to perform a traditional bellyflop and lighten the boat for better performance. Capsizes are also frequent. You can read more by following this link: http://en.wikipedia.org/wiki/Bermuda_Fitted_Dinghy



During my last weekend there I was fortunate to see a weekend long regatta which took place in the sheltered waters of the Great Sound. Much larger visiting cruisers seem to use St Georges (the former capital) as their base, several large yachts were seen there.



Membership of the RNYC carries with it many benefits and I certainly enjoyed visiting this fabulous Royal club. If you are planning a visit or a stopover at a Royal Yacht Club be sure to carry with you a letter of introduction, you will be glad you did.

You can read more about the Royal Bermuda Yacht Club on their website <http://www.rbyc.bm>

Spring Ahead

By Rodney Miller

Well, the boats have been hauled for the season and I suspect many of you are now turning to various boating type magazines to help you cope with the long “boat less” winter months.

I also know many members were/are concerned about launch considering where their boats are positioned for winter storage. Don't despair; a quick walk around the yard reveals that we are in pretty good shape for a speedy launch in the spring. We can very easily launch 25 boats in the first five days which means a few members will need to be ready for the first day of launch; many will need to be ready during the first and second weeks, and most, if not all by the beginning of the third week. Launch will officially start on the first day indicated in the 2014 calendar (when published) (normally 1st of May). No members will be compelled to launch before the official launch start date.

Rodney's Rant!

Members who are not ready to launch and are blocking other boats have historically been the biggest challenge to accomplish a timely and efficient launch schedule. Here are a couple of examples for you to ponder:

(1) last year we had a couple of members who **weren't ready** to launch when they should have been and were completely blocking other members who **were ready** to launch. It was early in the launch and we simply didn't have the room to move the “blockers” so they would be out of the way – they held up ready members for days.

(2) In another situation, after it became apparent that some members weren't overly concerned about getting ready, we had to move three boats to get access to one boat which was ready and patiently waiting to launch. Subsequently, one of those “moved” boats had to be moved again before it was launched – a complete waste of yard staff's time.

These situations cause frustration for all involved, fortunately the vast majority of members are cooperative and these types of issues are the exception and not the rule. It is understood that many things can change in the time between haul-out and launch. If you find yourself in a situation where your boat may hamper the launch schedule in the spring, please let the Manager (Jim) (manager@rnyc.nf.ca) know so we can plan for it.

I may be the launch/haul-out coordinator but the real work - the day to day drudgery is done by Steve and Cory. I continue to be impressed with their ability and knowledge and I think we are lucky to have them. I suggest when next you see them you give them a big thank you hug – unbeknownst to many, they are avid “huggers”.

See you in the spring – Happy Holidays.



RNYC CHRISTMAS PARTY



END OF AN ERA

Ken Corbett

Well, as one of my sons said to me, "That's an end of an era Dad". The event causing this remark was the news that after 18 years I had sold my Grampian 26, *Patience*.

I first started boating long before that. When I lived in Montreal I bought a 14ft runabout that we used all over Lake St. Louis. It also gave me my first experience negotiating locks as we had to travel through one to reach Lake of Two Mountains. Little did I realize that this would be good training for a much later holiday in England on a canal boat where we



had to pass through many locks.

We started to vacation on Cape Cod trailing our boat with us. Here we met up with a family that owned a Sunfish that they sailed in the protected bays. I accepted an invitation to go out on the Sunfish, (must have been quite a sight, two large men on a small boat) and I was very soon hooked on sailing.



I came home and promptly sold the runabout and bought a CL16, a 16 foot centreboard day sailer. I launched this on Lake St. Louis and after some very rudimentary instruction from the dealer set out to learn how to sail. Luckily I met some other CL16 and Tanzer 16 owners at the Beaconsfield Yacht Club who assisted me greatly with training and I was soon entering the races. I remain convinced that the best way to learn how to sail is racing on your own or a friend's boat.



We had a great time with the CL16 named *Hetaira*, (an ancient Greek courtesan or concubine) and spent many hours sailing on the lake and even trailed it to Cape Cod and Cape Breton.

When the time came to move to Newfoundland,

Hetaira had to come as well since everyone knows there is plenty of water in Newfoundland!!

I arrived May 24 weekend, (drove through 4" of snow from Port aux Basque to Cornerbrook and wondered if I had made the right choice!) A few weeks later, I thought it was time we wetted *Hetaira's* bottom. Being totally ignorant of



conditions here in June we decided to launch her in Holyrood where of course it is very protected!! First shock was the water temperature. Managed after freezing my feet off to get her launched and we set off. I don't

recollect exactly how that sail went other than it was pretty short as we thought more about the water temperature and the swirling wind. That was the first and last time *Hetaira* visited the Atlantic Ocean.

Most of her life here was spent on Octagon Pond which of course was a lot smaller than I was used to but still did not stop me from turteling her a couple of times. As the family grew, time for sailing was reduced and reluctantly she was sold to be replaced by a camper trailer!

Somehow, somewhere I met up with Rob Mills and he invited me to join his race crew and for a number of years I raced with Rob, mainly on his C&C 25. This is where I learnt to sail "a big boat". Around this time we chartered a 26' boat for a year and I got my first chance at skippering a cruiser. Again, a great learning experience.



I then started looking around at boats as the bug to buy and own started to grow. Being 6'4" I



wanted something that I could reasonably stand up in and could afford. I had an opportunity to sail on a Grampian 26 and decided that was the boat for me. Length 26', standing

headroom in the main cabin, sturdy build and from what I could tell, while not the best looking boat was reasonably fast. First problem, there were none available for sale!

END OF AN ERA (cont.)



Some time later, Mike Shawyer announced that he was selling his G26 and was interested. Shortly after the sale was concluded, I was the proud

owner of a boat that soon was renamed *Patience* after an aunt who provided the inheritance that enabled me to make the purchase.

For the next 18 years we had a wonderful time sailing *Patience* all over Conception Bay and we even went up as far as The Beaches in Bonavista Bay one year with Jon & Sue Garvin in their Mirage 27. When there were enough boats around to compete with, we enjoyed racing and while not as successful as Mike Shawyer, we did ok for a bunch of novices



As we got older and the boat seemed to feel smaller and harder to get around in we tried to sell her about 5 years ago and get a larger boat. Much as we tried, at that time there was no one willing to buy at our price so we abandoned that idea and continued day sailing *Patience*. A few upgrades were made over the years out of necessity or to make life on-board more comfortable. A dodger was added and we installed a roller furling system

A new jib was required after ours was shredded in a hurricane and we thank Pat & Peter Haley for providing a suitable replacement. Our reliable Honda outboard started to be not so reliable so a new Yamaha was added plus a number of other smaller items.

Over the last couple of years, our trips became far fewer in number as other life events required our attention. When we first

purchased *Patience*, whenever the weather was fine we used to say, "Hey it's a great day, let's go sailing", more recently we started saying, "Hey, it's a great day. I suppose we should go sailing!" That's when we knew our ownership of *Patience* was coming to an end. The final decision was a hard



one but it was made and we listed her For Sale. We have been very lucky and found a buyer very quickly and she is now in the hands of a couple who are just starting their sailing life and feel the G26 is an excellent boat to learn on. I hope that Ross and Denise McGowan stay around the club where I know they will get lots of help and advice.

So, our boat ownership days are over but we hope not our boating experiences. You will find us next Summer hanging around the club looking for a ride (we will even accept power boat rides!!)

In conclusion, we totally loved our boating experience (even the annual iron keel fix-up) and would like to thank some of the people who helped us or sailed with us over the years. Mike Shawyer who was always able to help us with the boat and I still think would love to own her again, Rob Mills for allowing me to race with him and learn a lot about sailing and Jon and Sue Garvin for sailing with us and always being around to share a bottle of wine or a pot of tea. Thanks to you and all members who have befriended us over the years.



PAST COMMODORE'S NIGHT





A Retrospective Look at the Royal Newfoundland Yacht Club



On July 12, 1990, Past Commodore George Giannou addressed the Northwest Rotary Club luncheon held at the Club. The following is a transcript of his speech.

I don't know if I should be here today, I am probably a much better yachtsman than I am a speaker. But I was fortunate enough to be around when this Club first started. Not only this Club but its predecessor Club, and if you will bear with me I will try and run down some of the more interesting events that took place and how these things happened to come about.

I'm going to take you back to the year 1936, over 50 years ago, when three men, and you know them all, stood on the shore over here and decided that it would be a wonderful place to build a boat club. These three men were Arthur Johnson, Max Barbour and Dr. Will Roberts.

They went to Town and talked to some of their friends and interested a group of about forty people to back them in starting this Club. They bought that piece of land they were standing on. The first building they put up was one measuring twenty feet wide and forty feet long. A couple of washrooms in one end of it and the rest of it an empty barracks where they could meet and talk about boating.

They put a small wharf out into the pond; they built a very small boathouse down on the shore; and the first boats joined the Club. This was called the Avalon Yacht Club and Dr. Will Roberts was its first President.

The first boats to join this Club were four small speedboats powered with 32 hp outboard motors, and in those days they were the most powerful outboard motors you could obtain. These boats were placed there by Charlie Bell, Edgar Hickman and Dr. Dinty Moores. Now, Max Barbour who was a "mover" in this Club was a sailboat enthusiast and he came up with the idea that we should have a fleet of small racing sailboats capable of entertaining people and racing in the pond.

He did some spade work on this and came up with plans of a boat called the Snipe. This was a small sailboat fifteen and one-half feet long and five feet wide,

weighed about five hundred pounds and was a very smart boat.

The following summer, due to Max's efforts about six of these Snipes appeared on the pond. Racing buoys were put down in the four corners of the pond and whatever the wind conditions were we raced around three of them. Three times around constituted a race. This took off and became a very popular sport, and that fleet of sailboats in a remarkably few years grew to sixteen in number. We raced them on Wednesday afternoon—these were the half holidays we used to have in those days—and on Sundays. The competition became very keen and it was extremely successful.

About the time the Avalon Yacht Club was formed, a man by the name of Harold Oxley built a dance pavilion on the shore of Topsail Beach. That dance pavilion operated for about a year and then it was destroyed by fire. Oxley wanted to rebuild it but he didn't like his location so he approached the Yacht Club with a proposition. He said, "You fellas don't have anything in the way of buildings here but you do have a lovely location. I don't like where I am so why don't I come up here and if you let me build a pavilion on your property, we can put these two clubs together. I will supply a very nice room in the pavilion which will become the private Yacht Club headquarters." This plan was carried out and Oxley built a very elaborate pavilion.



The pavilion consisted of a very large dance floor; it had a boardwalk; a very nice swimming pool; full restaurant facilities; and with the exception of the private Yacht Club room, the rest of the pavilion was open to the public. This pavilion operated for about two years, I would say, and then went bankrupt. It was then taken over by three of the Yacht Club members. They bought it out and installed Arthur Johnson as its new manager. Under Arthur's management, the Club prospered for a good number of years.

In fact, it prospered right up until the war years came upon us. Quite a few of the people of St. John's were worried that St. John's might be bombed and they were worried about hospital accommodations. For them, this pavilion was completely filled with cots and it became an emergency hospital. Fortunately, we didn't have to use it as such and a short time after that the entire building was destroyed by fire.

A Retrospective Look at the Royal Newfoundland Yacht Club (cont.)

accommodations of their own and continued to exist.

Now, when Oxley had the opening day of this pavilion, he planned quite a gala occasion and among other things he had organized a Snipe race which was to take place in the afternoon. Bill Neill, at that time, used to crew with me on my Snipe. And when Bill heard about this, he came to me and said, "Look, they're having a big time in there. Let's get dressed up." I said, "What do you mean get dressed up?" He said, "Let's show them something and get dressed up in whites. We'll race the boat in whites that day. Really put on the dog." I thought it sounded like a pretty good idea.



So, Bill and I, that afternoon, showed up all in whites; white shoes, white ducks, white shirts. It turned out that Oxley had some similar ideas. He had a young boy by the name of Ned Noseworthy who was our boatman at the time. Ned's customary attire was a pair of soiled coveralls. But this day Oxley decided that it would be nice to have the boatman dressed in whites.

When Bill and I walked down the wharf that afternoon, we met Ned. And Ned saw us and I think he was a very embarrassed young fellow, which I can well imagine, at that point. But this big smile came over his face and I can today remember his expression. He looked us up and down, and said, "Holy Jeez, they got you dressed up too!"

I'm going to take you back to 1940. By now the old Avalon Yacht Club had been operating for two or three years and the boys were getting tired of sailing their boats around this little pond. They wanted to get out into the Bay. But because of this beachrock out here we just couldn't. This nice canal you see up and down here, at that time, could only be possible at high tide. At low tide there was nothing more than a few inches of water. There was also a bridge across the channel. It was a very low, heavy wooden bridge and we couldn't even get the boats by the bridge.

One day they decided that they would make this bridge into a drawbridge. And I think I'm a little ahead of my story here! The boys wanted to get the boats out into the Bay, so they had meetings and decided that the only way to do it would be to cut a hole through this wall of beach rock out here. Now from water's edge to water's edge, and I

remember the measurements, was 160 feet. And that beachrock was 18 feet high in the centre. So a lot of rock had to be moved.

Well, they talked to an engineer and he said, yes, it was a practical thing to do and he estimated that it could be done for about \$3,000.00. So, we formed a committee and we went around to our members and we had promises of \$3,000.00. And then another committee went to work on the actual operation.

They bought a big double drum lobster winch; they obtained an old Buick car engine; they had a big raft and they mounted these two outfits on this raft. They moored the raft just inside the beachway over by these trees (indicating the land at the end of the channel).

They went out into the Bay, dropped a couple of big heavy anchors, ran cables from the anchors to the winch. They went over to Bell Island and borrowed a big drag bucket that was used by the Iron Ore Mining Company over there. And with this outfit they started dragging beachrock into the Pond.

This was quite successful until they got half way down and at that point they found the beachrocks were rolling back in as fast as they could take it out! So then we decided to drive piles—the only other solution. We borrowed a piledriver from the Newfoundland Government and we drove 300 piles. It didn't help our budget any, but it had to be done. Then they started dragging again and they came up with a very lovely channel. It was about 20 feet wide and had about 4 feet of water at dead low tide.

The boys now thought they were seventh heaven! We could sail our boats out into the Bay and back in again. But this lasted about two weeks and then one day, one of our typical heavy Northeasterlies went through this area and when that Northeaster had settled down, we come out and, you know, we couldn't even see a dent in the top of the beachrock! That Northeaster did a terrific job on it. All that was left was the bare tops of about a dozen piles that we could see sticking up through!

In the meantime we had run up a bill of something over \$10,000.00. And as I recall we spent the next three years trying to get the bill paid off.

To Be Continued in the May 2014 Issue



RNYC SAILING SCHOOL

By Doreen Neville

It was another great season for the Sailing School Junior and Adult Programs. The Junior Sailing Program ran a suite of introductory and CanSail 1/2 and 3/4 courses and the Adult Sailing



Program ran again for a 4th successful season. The summer ended in fine style with sailors and coaches from our school participating in the Grand Bank Cup

in St. Pierre over the Labor Day weekend. Simon Rees, Director of the Sailing School served as head coach and Kate Hollet assumed responsibility for office management. Coaches for the summer included Eoin Lee, Kenny Harris, Daniel Rees, Nick Gauvreau, Katie Harris, and Alixanna Ransom.



The Sailing School achieved a small profit this year despite some significant challenges, including replacing the engine on the sailboat the



School uses for adult sailing programs. In addition, we were able to enhance our sailing fleet inventory with a purchase of a (new to us) laser. Two new operations initiatives were also piloted - an

online registrations system and separation of the head coach and office management positions.

A highlight for many of our coaches this summer was their participation in the 2013 Canada Summer Games, held in Sherbrooke, Quebec in August 2013. Our former head coach, Justin Bean, served as team coach for the CSG team, and our current head coach, Simon Rees, served as assistant coach. Coaching staff who



participated as competitors included Nick Gauvreau (laser) and Daniel Rees and Eoin Lee (male 29er). The team also included Courtney Gray and Holly Spurrell (female 29er).

The team faced and overcame many challenges in getting to the CSGs,



including fundraising to purchase a coach boat and to resource training/competition experience prior to the games in Nova Scotia and Ontario. Team manager, Heather Rees did an outstanding job of

mobilizing the fund raising effort with the valuable assistance of Dave Mitchell and working with Michelle Healey from Sport NL to make the NL team participation a reality. This included covering the costs of a 6 week road trip which provided training for the athletes. A special thank you is due to the NLSA who with a Provincial grant from MHA Terry Fench's office, purchased a coach boat in time for the team to use it in their training and competition efforts.

Overall, the team members did better than they had anticipated, with an eighth place finish in Laser and a 6th place finish for both the male and female 29er teams.

CONGRATULATIONS everyone.

RNYC Sailing School Sailing Starts Here!

The RNYC Sailing School is proud to offer the best sail training in the province. Our programs follow the newly developed CANSail module created by Sail Canada to ensure our sailors are meeting national standards. We can offer eight different programs for all ages.

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.

For more information, please contact juniorsailing@rnyc.nf.ca

Senior Membership Changes

Dwanda Newman - Special Projects

Is the Senior discount too high?

At this time, Senior Members, age 65 with over 10 years membership may apply for a discount of 50% of the annual membership fee and the annual minimum kitchen and bar charge. Currently the club has 22 Senior Members and we estimate that in the next ten years another 30 members will be eligible. Given that we have only 145 full boating members it is not hard to see why this issue is being raised now. In ten years, as many as one third of members could be eligible for a 50% discount.

What are other yacht clubs doing?

Most other clubs seem to have smaller discounts for seniors and many require more years of membership to be eligible. For example, at the Royal Nova Scotia Yacht Squadron the senior discount is 35% and, at the Royal Kennebecasis Yacht Club, 25 years of membership is required. At the Royal Canadian Yacht Club a senior with 20 years of membership is eligible for a 25% discount. A senior at the Royal Hamilton Yacht Club can receive a 30% discount. While there are some clubs with generous discounts for seniors, such as the National Yacht Club, where the discount is between 50% and 75%, this is not the norm. It is notable that at least one large Canadian yacht club is reviewing this matter now with a view to making changes in the coming year.

What are our options?

The Executive believes that for the long term financial health of the club the Senior Membership category should be changed for existing members and eliminated for new members. We raised this issue at the November general meeting, suggesting that the senior's discount be reduced to 25% for existing members of the club and further that the years of membership required to qualify be increased from 10 to 20. Existing Senior Members and those soon eligible (within 10 years) would be grandfathered so that the 50% discount with 10 years membership would continue to apply to these members. However, all Senior Members would be required to pay the full annual minimum kitchen and bar charge. Because this approach grandfathers current Senior Members and those about to qualify, it does not remedy the financial issues associated with the increasing number of members eligible for the discount over the next ten years.

Since the November general meeting, we have received some feedback suggesting that we should try to make more immediate changes. One particularly well thought out suggestion is worthy of mention as it would begin to immediately reduce the

financial impact of the discount and it would avoid arbitrary age thresholds. With this approach the senior's discount would be gradually reduced each year until it reached 25%. So, for example, if the discount were decreased by 2.5% each year, in 2015 every Senior Member, regardless of when he or she qualified, would receive a discount of 47.5% and in 2016 it would be 45%. The required number of membership years to qualify would be increased from 10 to 20 and new members would never be eligible. This approach would impact all Senior Members equally, even those who have already qualified, but the increase would be very small each year.

How will any changes be made?

Additional details as to the specific impacts of the potential changes will be posted on the website in early in January so that members can be fully informed before any changes are made. It is hoped that members will take some time to share their views with any member of the Executive and, in late January, the Executive will vote on changes. Notice of the changes approved by the Executive will be posted on the website in February and then brought forward for a vote of the membership at the spring Annual General Meeting in March.

Member's Handbook and By-Laws

Some provisions of the Member's Handbook and the By-Laws were amended this year. The Wharves section of the Member's Handbook was reorganized and updated. As well changes were made to the Membership section of the By-Laws to add a Corporate Members category as approved at the spring general meeting.

In addition, the following changes to the By-Laws and Member's Handbook have been approved by the Executive and will be brought to a vote of the membership at the spring general meeting.

- i) **By-Laws Sections 2.08 and 2.10** were changed to clarify that a person who shares an interest in a boat with a Full Member can join the club as a Social Member and, further, that a Social Member can be on the Executive.
- ii) **By-Laws Section 3.06** was changed to allow the Executive to appoint a new member after the Executive has been elected by the membership.
- iii) **Members Handbook, Appendix C**, was changed to allow a fee to be charged for moving a boat on the water.

Member's are encouraged to review the changes and the proposed changes on the website. The Executive welcomes any feedback in relation to these changes.

YOUR HARD WORKING RNYC STAFF



MAN OVERBOARD!

Treatment of a hypothermic person

by Richard Clifford

The following article is reprinted from the Nov 2013 newsletter of the Royal Cruising Club with the kind permission of the author, Major (ret) Richard Clifford who is a sailor and cold water survival expert. His views are similar to those of Professor Popsicle, Dr. Gordon Giesbrecht, who has published online a wonderful series of videos. These are in a course called Cold Water Boot Camp available at:

www.beyondcoldwaterbootcamp.com/ so have a look. It might just save your life or someone else's.

When someone falls overboard from a boat or ship into the water those left on board must put into practice the recovery drills which hopefully they have practised. But that is most likely not the end of the problem. If the water is cold and the person has been in it for a while one may have to deal with a victim suffering from near drowning and hypothermia.

Immersion injuries are due to the density of water, thermal capacity and thermal conductivity. Water density will cause the blood pooled in the legs to return to the trunk and in particular the heart. This causes the heart to increase its output and more blood gets to organs like the brain and kidneys where the perceived increased fluid is got rid of as urine (a familiar sensation for a swimmer). Therefore if a person remains immersed long enough to have lost a large amount of urine, when removed from the water the total blood volume will be lower than before immersion. On standing up the blood will again pool in the legs and suddenly the blood volume is less (hypovolemia) and there will be less for vital organs such as the brain. Therefore it is imperative that the person remains horizontal.

If the water is cold heat loss is very rapid. The body responds by constricting blood vessels, diverting blood away from limbs and back to the trunk. The constriction of veins and arteries exaggerates the effect of cardiac output making the heart pump harder to overcome the resistance. So the heart needs more oxygen to do this and if it does not get it, it may arrest.

Post immersion shock is responsible for many deaths that occur soon after rescue. After rescue and some warming the person's temperature is

likely to experience 'after-drop' so although the victim may say that he/she is all right keep them warm and horizontal for longer than they want. This after-drop may occur 10-20 minutes after recovery. Also once rewarming has started the most serious hazard is a fall in arterial pressure due to the reduced blood volume to fill the blood vessels as they dilate. So maintain the casualty in the horizontal position and even tip the head down or raise the legs to reduce this effect.

Hypothermia occurs when the body temperature falls below 35°C and its onset is very rapid in people immersed in water. If the core temperature falls sufficiently the heart will stop but usually the person will die before then from other causes due to impaired co-ordination making swimming difficult and the victim drowns. If the water is very cold a sudden immersion can cause hydrocution which basically stops the heart.

In drowning breathing usually ceases before heart activity therefore the pulse may be weak and difficult to detect but the brain may be receiving some blood supply. Also as the brain is being cooled by the water rapidly it can be protected from damage due to the lack of oxygen. It is therefore so important on recovering a drowned, presumed dead person, firstly keep the victim horizontal, and then resuscitate, (ABC), see below, and do not give up until he/she is warm and alive, or warm but dead.

Here are some First Aid guidelines for those who have to deal with a person recovered from the water and who is hypothermic before medical assistance arrives. Remember severe hypothermic victims look dead.

The primary survey should rely on the First Aid principle of A,B,C, Airway, Breathing and Circulation.

Carry out the necessary mouth to mouth and CPR (at the normal rate) immediately whilst continuing with the following measures. The victim may have hyperventilated whilst in the water and this can cause confusion and impaired judgement.

Keep the victim horizontal and handle gently to avoid stimulation. Do not let him/her walk or take exercise. Sudden death, even if moderately hypothermic, may be due to after-drop and low blood pressure.

Get the person out of the wind and if possible into the cabin of the boat.

Remove all wet clothing and place the victim in two dry sleeping bags. Prevent heat loss under the sleeping bags with extra insulation.

MAN OVERBOARD! (cont.)

Cover the head with dry hats; heat loss from the head is considerable. Spontaneous re-warming will most likely safely occur if the patient is well insulated.

Note: It is untrue that wet wool or even synthetic material such as Thinsulate™ maintain most of their insulation properties when wet (I was loosely involved in an experiment which showed this). Another misconception is that radiant barrier material such as 'Space Blankets' provide heat. If there is no heat in the body it cannot reflect any significant energy and only act as a wind barrier. Plastic bin liners are as good; cut holes for the head and limbs.

The victim could be dehydrated which will reduce his ability to re-warm so **give warm drinks** such as 'sports' drinks with a high sugar content but **not** alcohol or caffeine-containing drinks as they induce the person to urinate and then make him/her more dehydrated.

Give nutrition if it can be tolerated.

Use hot water bottles with care not to burn the victim. Place around the head, neck, armpit and groin. This is an unproven benefit. It is also questionable whether it is beneficial to place a warm person inside the sleeping bag with the patient.

Let the victim urinate but in the horizontal position. He may have a lot to spend so beware. The victim may faint if he stands and urinates. Vigorous rubbing of the extremities does not help to improve heat generated by the body, plus it may cause muscle cramp and send cold venous blood back to the heart at an uncontrolled rate. Hot showers, that many yachts have on board, may make the victim feel good but they suppress shivering plus he/she will have to stand up so they are best avoided in the early stages of re-warming. Only stop this treatment once you are fully confident that the victim has recovered or on medical advice.

If there is medical presence the use of warmed Intravenous fluids, if given, should be isotonic, such as normal saline or Lactated Ringers (although the latter should be avoided in severe hypothermia) are beneficial.

Finally do not give up until the victim is warm and alive or warm but dead, or on medical advice.



WHY DID THEY DROWN? RISK FACTORS

The major risk factors contributing to “why” victims drowned remain consistent with those the Lifesaving Society has identified in the past.

Boating: Not wearing a PFD/lifejacket (79% of 2006-2010 boating deaths for which PFD information was available); cold water (45%); capsizing (37%) and falling overboard (26%), often in rough water (21%); alcoholic beverage consumption (39%); boating alone (30%) versus 70% of boating victims with companion(s) who were unable to rescue them.

Swimming: Victim unable to swim (34% of all victims for whom swimming ability information was available); alcohol consumption (32%); swimming alone (23%) versus 77% of swimming victims with companion(s) who could not rescue them; and heart disease/suffering a heart attack while swimming (19%).

Children under 5 years of age: Alone near water (61%) often during a momentary absence/lapse of caregiver attention (53%).

Young men 18-34 years of age: Not wearing a PFD (83% of relevant situations); alcoholic beverage consumption (51%); cold water (46%); after dark (35%); alone (31%) or 69% with companion(s) who could not rescue them.

Baby Boomers 50-64 years of age: Not wearing a PFD in relevant situations (73%); alone (57%) or with a companion(s) who could not rescue them (43%); cold water (55%); alcoholic beverage consumption (38%); heart disease/suffering a heart attack (24%); after dark (23%).

Seniors 65+ years: Not wearing a PFD in relevant situations (83%); alone (73%) or with a companion(s) who could not rescue them (27%); cold water (51%); heart disease/suffering a heart attack (48%); alcoholic beverage consumption (20%).



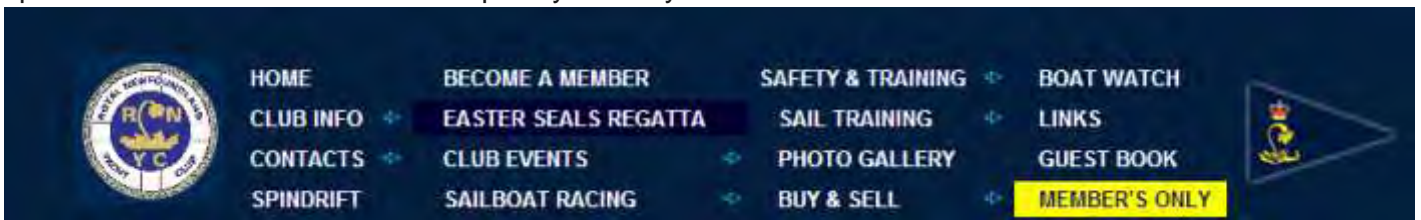
YOUR RNYC WEB SITE

As stated in "From The Editor's Desk" your Executive is currently investigating the cost and feasibility of a major update to the RNYC web site and other technology we use to communicate with the members. The current site has been in place for around 8 years with a refit made 4 years ago. Technology including web design has changed significantly in this period

The current site is very time consuming to maintain. It really can only be maintained by one person if control over the site is to be fully maintained. One of the main criteria in looking for a new site is the ability to permit more than one person to maintain the site, allow members more interactive capabilities while still ensuring the site is properly controlled. We await the responses to the RFP that has been sent out to determine if the features requested in the site can be delivered at an acceptable price.

If we are to invest funds into renovating the site it is important that we ensure all members are using the site and are aware what information is available on the current site. It is anticipated that the same information and possibly more will be available on any new site.

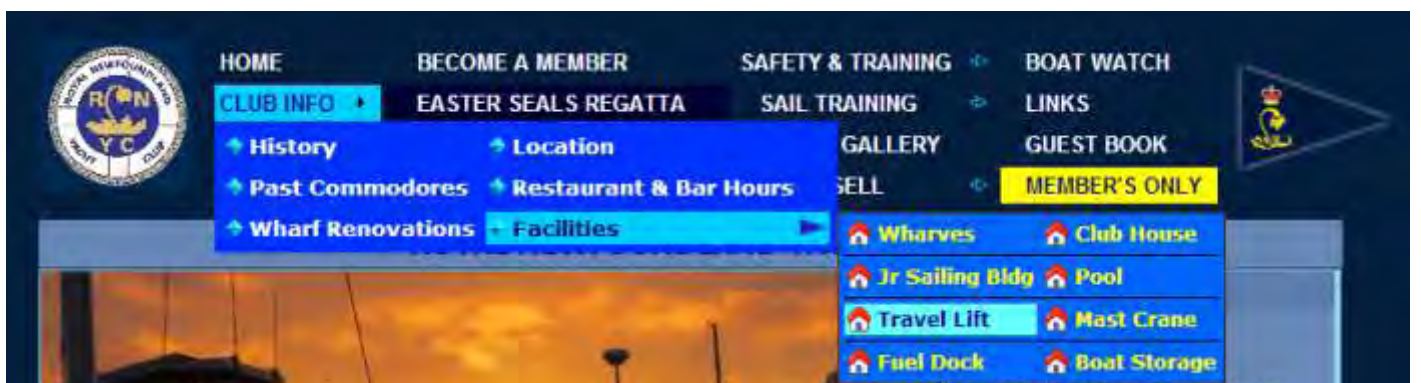
For those of you who have not used the site extensively or who are not sure what is on the site, we will take a quick look at the main features and hopefully enable you to make better use of the site



When you open the website, you will see this menu at the top of the page. Clicking on one of the menu items may take you directly to the web page with information you seek or to a sub-menu with more selections. Lets examine what information is available by selecting one of these menu items.

HOME - This will bring you back to this first Home page from anywhere on the website. It provides information on upcoming events, letters from the Commodore and other current information and is updated many times a week during the season to ensure everyone is up to date on club activities.

CLUB INFO - Selecting this item will reveal a new set of sub-menu options and selecting one of these may show a further level of options.



You will find information here about the RNYC's **History**, a list of **Past Commodores**, the terrestrial and marine **Location** of the club, the operating hours of the **Restaurant & Bar**, currently there is a selection providing information on the recent work on the **Wharf Renovations**, and finally there is an item which leads you to descriptions of many of the Club's **Facilities**.

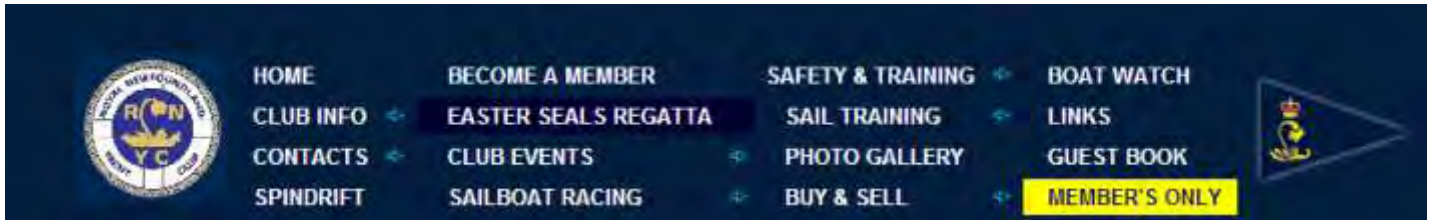
CONTACTS - Here you can find contact information for your Flag Officers, Executive and Club Office.

SPINDRIFT - Will lead you to a page which will allow you to read the current issue of Spindrift in addition to a number of past issues.

BECOME A MEMBER - Here any person interested in joining the RNYC will find useful information about the club and membership including fees and application forms.

EASTER SEALS REGATTA - Easter Seals is the RNYC's charity of choice and selecting this option will provide you information about Easter Seals and the RNYC's past and/or upcoming fund raising regatta.

Your RNYC Website (cont.)



CLUB EVENTS - An annual calendar can be found here or you can select to see what events are coming up shortly as well as the racing schedule for the season

SAILBOAT RACING - This will provide you the information regarding racing at the RNYC. Schedules, results, information of interest to racers is all provided here,

SAFETY AND TRAINING - In the Safety section there are a number of documents describing how you can keep yourself and your boat safe while boating or around your boat. The Training section gives information on training courses and seminars given at the club plus those offered by the Canadian Power and Sail Squadron.

SAIL TRAINING - The club operates a Summer Youth and Adult Sail Training School and information about these schools and the courses is provided as well as a link to the registration site.

PHOTO GALLERY - A selection of Photos from all the club events is posted here.

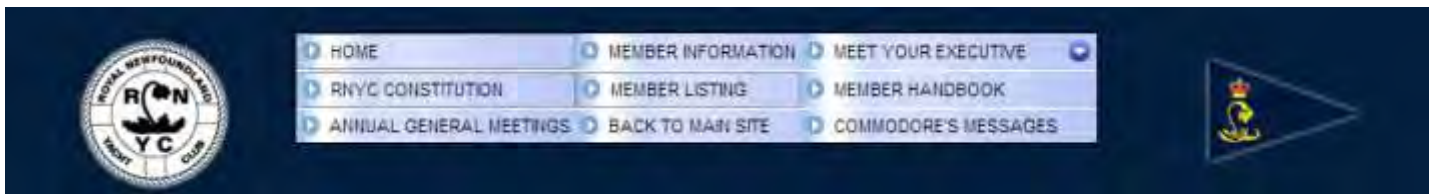
BUY & SELL - The opportunity for members to sell boating related items from their boat to a lifejacket is provided here as well as the opportunity to seek items from other members. This site is not only viewed by club members but also by the general public. It is an ideal and obvious spot for people in this province to look for a boat for sale.

BOAT WATCH - This is a place where anything about boating that may be of interest to members can be posted.

LINKS - Here are listed links to a number of websites that may be of interest to Boaters.

GUEST BOOK - This is a place where visitors to the web site can place comments regarding the club or website.

MEMBER'S ONLY - On selecting this option you will be asked for a User ID and Password that can be obtained from the Office. You will then receive a new menu.



HOME - Brings you back to this static introductory page.

RNYC CONSTITUTION - A copy of the RNYC's Constitution is provided here.

ANNUAL GENERAL MEETINGS - A copy of the slides presented at past AGM and SAGM's can be accessed here and read.

MEMBER INFORMATION - Information about activities and events in your club that are for the eyes of members only such as suggested changes to the Constitution and/or Handbook or Financial information..

MEMBER LISTING - A listing of all club members, spouses, and boats is provided here. It is hoped that this winter phone numbers and email addresses will be added to an updated list.

BACK TO MAIN SITE - This will take you back to the regular RNYC website.

MEET YOUR EXECUTIVE - A bit of information about your Executive and their goals and objectives for the coming year.

MEMBER HANDBOOK - The latest edition of the club's handbook with all the information you need to know as a member of the club.

COMMODORE'S MESSAGES - Copies of past messages from the current and immediate past Commodores that you may have missed and want to view

I hope this quick over view of the RNYC website has ensured that all our members know what information is available on the website and where they can go if they have questions on any aspect of the club's operation.

Ken Corbett - Web Master

CHRISTMAS HUMOUR

WHILE SHEPHERDS WATCHED

*While shepherds watched their flocks by night
All seated on the ground,
The Angel of the Lord came down,
And Glory shone around.*

The Union of Shepherds has complained that it breaches Health & Safety Regulations to insist the shepherds watch their flocks without appropriate seating arrangements being provided.

Therefore, benches, stools and orthopaedic chairs must be available. Shepherds have also requested that, due to inclement weather they should watch their flocks via CCTV cameras behind centrally heated shepherd observation huts.

The Angel of the Lord is reminded that before shining his / her Glory all around, the shepherds must be issued with glasses capable of filtering out any harmful effects of UVA, UVB and Glory lighting.



TRUST HIM?

On the Sunday before Christmas Reverend Billy Graham was walking down Highland street in Mt Holly, North Carolina on his way to see a parishioner. However, he wanted to post a parcel urgently so he asked a young boy where he could find the post office. When the boy had directed him, Reverend Graham thanked him and said, 'If you'll come to the Church this evening, you can hear me telling everyone how to get to heaven.'

The boy replied, 'I think I'll give your sermon a miss. If you don't even know your way to the post office, how will you lead me to heaven?'



It was Christmas Eve in at the meat counter and a woman was anxiously picking over the last few remaining turkeys in the hope of finding a large one.

In desperation she called over a shop assistant and said, 'Excuse me. Do these turkeys get any bigger?'

'No, madam,' he replied, 'they're all dead.'



JINGLE BELLS

*Dashing through the snow on a one-horse open sleigh,
Over fields we go – laughing all the way.*

A Risk Assessment must be submitted before an open sleigh is considered safe for members of the public to ride.

The Risk Assessment should also consider whether the use on only one horse in appropriate – particularly if passengers are of larger proportions. Permission from landowners must be gained before entering any 'Open Fields'.

To avoid offending those not participating in the venture, it is required that only 'moderate' laughter is used and not at a noise level likely to be of nuisance to others.



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'	C&C 38 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	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? If so, do you have it listed here? If not, why not? Do you know that the FOR SALE page on the RNYC web site has been viewed nearly 6,000 times in the past year by nearly 3,000 unique visitors. What an opportunity to sell your boat. The page is viewed by the general public as well as members of the RNYC. If you would like to list your boat for sale, 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 as well as in future issues of Spindrift. (We only list boats for Members of Yacht Clubs)

LIST YOUR BOAT FOR SALE NOW

ROYAL NEWFOUNDLAND YACHT CLUB INFORMATION

2013 RNYC CLUB EXECUTIVE

FLAG OFFICERS

Peter Lawrie	Commodore	jplaw456@gmail.com
Donna Marie Humphries	Vice Commodore	dhumphries@nf.sympatico.ca
Alasdair Black	Rear Commodore	sirjames26@gmail.com
Leo Quigley	Rear Commodore	leo.quigley@nf.sympatico.ca
John Walsh	Past Commodore	cet@nl.rogers.com
	Treasurer	
	Wharf Allocation	
	Facilities	

EXECUTIVE

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



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