

Official Newsletter of the Royal Newfoundland Yacht Club

Volume 10 Issue 1

The Spindrift News

May 2014



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Don't Forget New Members and Flag Officers Night - Friday June 6,

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UPCOMING EVENTS

May 11.....Mother's Day Lunch

June 1.....Launch Ends

June 4.....Spring Series Racing Starts

**June 6.....New Members and Flag
Officers Night**

June 14.....Volunteer Clean-Up Day

June 15.....Father's Day Brunch

June 20.....Sail-Past

June 21.....Racing Tune up Regatta

June 28.....Power Boat Event

June 30.....Junior Sailing School Opens

July 5.....Sail Racing Regatta

July 9.....Summer Series Racing Starts

Please Note New Date for Event:

July 26.....Easter Seals Regatta

July 27.....Kid's Day

FROM THE MANAGER'S DESK

Looking out my office window here on this cold and wet *spring* day its hard to wrap ones mind around the fact that the boating season 2014 is about to begin. Of course this is a rite of spring in Newfoundland and perhaps no better sign than summer is on the way. In spite of the weather we do have a good number of boats in the water and many more are preparing for launch in the days to come. Remember the season is short so you want to be ready when those good days do appear. So if you are not ready yet then try and take advantage of any window of opportunity that may present itself and look to make a splash very soon.



Once again we have a full schedule of events planned for this upcoming year and have a great group of people involved. There are some new things taking place with our youth sailing program also, the most exciting being the addition of the Sail Canada's Wet Feet program. Designed to get younger children aged 5-8 involved in the sailing program it places more emphasis on FUN instruction and is tailored to engage the younger sailor. Weekly camps are priced at only \$150 and are sure to fill up fast. Call or email me to discuss details and/or to preregister.

If there are any members, new or old, that have any questions, concerns or suggestions I encourage you to call, email or drop in to have a chat. We remind each member that this is YOUR club and to get invoked whenever and wherever possible. The more we work together the more rewarding the RNYC experience will be for everyone.

Take Care and see you soon!
Jim

FROM THE EDITOR'S DESK

Another boating season is just beginning and after the long and harsh winter we have had, I am sure everyone is praying for hot weather and favourable winds.

Another busy season is planned for the RNYC, I am sure many of you have already enjoyed your first plate of fish and chips and there will be many more opportunities throughout the season to enjoy the great cooking of Muriel and the staff in the kitchen. Please support the various events that take place throughout the year. In addition, stop by and support the restaurant and bar at anytime throughout the season.



Our racers will be soon hitting the water for their first races and if you have not raced in the past, give it a try this year. You can sail in the White Fleet (no spinnakers). It is not quite as competitive and can be a lot of fun. It will certainly improve your sailing skills. We are asking everyone to come out for the Easter Seals Regatta on July 26 (note it is a month earlier than usual) and of course to participate in BMW Race Week in August.

Events are planned for our Power Boating members and the Exit Poker Run will be the usual highlight of the year for them. I am sure there will also be more than one official and unofficial Rendezvous held.

Whatever you do, this is your club and your support in maintaining and using it is requested. There will be a Volunteer Clean-Up Day on June 14 and there is usually a great turn out for this event to tidy-up around the club and have a bit of fellowship. Please come down and help to support your club.

Whatever you do, and please do something, have a great season.

FROM THE COMMODORE'S DECK



Well it certainly has been a long cold winter, and I'm praying for the warm summer weather to arrive swiftly so we can all get back out on the water where we really want to be.

It is with great pleasure I look forward to this year as your 51st Commodore of the Royal Newfoundland Yacht Club. I have enjoyed many years as a member of your executive team and I have been fortunate to have shared the experience with a group of wonderful and dedicated individuals. I would like to extend a sincere thank-you to each member of our 2014 executive, who contribute so selflessly to the ongoing improvement of our club. We are constantly aiming to improve on what we feel is already a really great place for us all to enjoy socializing with friends and family. Through member participation in our cleanup days and other volunteer events such as Easter Seals, you have shown that you take pride in our club and have a keen interest in helping it succeed into the future, as does your executive.



I want to say a big thank-you to Peter Lawrie for his unwavering dedication to our club as the 2013 Commodore, and I am delighted he is part of my executive this year.



We have another full slate of events again this year, with hopes of introducing a couple of new ones. I encourage you to join in and take part in the social events our club has to offer. It's a wonderful opportunity to get out and meet new members and friends.

Our Annual Easter Seals Regatta which usually takes place in late August has been moved to Saturday, July 26th this year. Please collect your pledges early, and don't forget the online registration utility offered on the Easter Seals website. We have also coordinated our Annual Kids Fun day to be held the same weekend, Sunday, July 27th. This will make for a great family weekend, so bring the kids and grandkids for a weekend of fun! I look forward to seeing you all there.

I would like to ask for your cooperation and patience in ensuring a smooth spring launch. Please be considerate of the boats launching ahead and after you, by ensuring you are ready when your time comes, and finished in time for the next launch.

Here's wishing you and your family a warm and enjoyable summer full of many special memories! Enjoy every day and please be safe while enjoying our ocean playground. Should you capture some special photos that you wish to share, please submit them with a small caption for our next issue of Spindrift. We love hearing about your experiences.



Wishing you all fair winds and a following sea.

Donna Marie Humphries
RNYC Commodore 2014

New Rules for Discharge of Sewage at Sea

Ted Laurentius

It has finally happened in Newfoundland so here is the story as published recently by CBC online: "All vessels equipped with an on-board toilet will soon be forced to install sewage tanks or marine sanitation devices" according to Transport Canada.

The requirement has been law for seven years, but Ottawa granted a reprieve for fishing and pleasure boat owners because of the cost of installation.



Transport Canada manager Paul Topping said government will work with boat owners who cannot afford to meet the deadline.

"In the case of someone who is a fisherman and who is genuinely trying, but may have some challenges, we take that into consideration. If it's someone who has means but is not complying with the regulations deliberately, that's a different story," said Topping.

Topping said government is trying to find a way to get people to follow the rules, without causing too much struggle for boat owners.

"It's not our intent to cause undue hardship to those members of the community, but we do want to see compliance with our regulations, so we are trying to develop an enforcement approach that will balance both those needs," he said. Transport Canada will start enforcing the rules as of May 1."

OK, what does it mean for us recreational boaters? Navigating the Government of Canada website was frustrating but from what I could see on the site noted at the end of this article, and from what Mr. Topping said in an interview on the CBC program, The Broadcast, on April 14, my understanding was that direct discharge was only permitted 12 miles from shore for

vessels over 400 tons and outside 3 miles for those under 400 tons which is us. I stand to be corrected until this is indeed verified. A self-contained toilet could also be used that could be emptied onshore.

The first question is "where are all the pump out stations?" CBC host Jamie Baker pointed out in many of the fishing harbours around Newfoundland the sewage outfalls from the communities were discharged untreated directly into the sea close to the fishing harbours. Mr. Topping could not respond to this question. It certainly opens up an interesting debate, however, about the practicality of enforcing regulations. Nevertheless, rules are rules, aren't they.



As for our club, it will no doubt be addressed at a later date so stay tuned.

Some considerations for retrofitting equipment to meet the regulations that will be enforced will include holding tanks fitted into the craft that already do not have them and some means of disposing of the effluent. The most common method is to plumb in a wye valve to permit the effluent to be pumped either into a tank or directly to the existing thru hull.



The tank may also have a discharge to the sea and could use a macerator pump to chop up the solids and into the sea

outside the 3 mile limit, or by using a pump out facility on shore through a deck fitting. When installing such a system, don't forget about a vent system.

I have no doubt we have not heard the last of this and there will be plenty of chats among ourselves in the coming months.

<http://www.tc.gc.ca/eng/marinesafety/oep-environment-sources-sewage-2247.htm>

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. Roebbothan McKay Marshall is challenging drivers to take responsibility, and end texting and driving.

No texting. **Drive on.**



 /NLDriveOn  @NLDriveOn

makethecall.ca

BOAT LAUNCH - MAY 2014

Rodney Miller

Boats will be launched between **Thursday, 1 May** and **Sunday, 1 June 2014**. Please note for your personal planning that the current intention during launch is for Steve and Cory is to work **Wednesday to Sunday**. They will take Monday and Tuesday as their days off.

Here are a couple of things you need to do:

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

Schedule a launch time (sheets will be posted in the club after Easter). The launch times shown represent a general guideline. We need to launch 4 to 6 boats each day and staff will only be working within their scheduled hours.

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

Other important notes:

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

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

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

If your boat is not ready to go when it should be and is blocking another boat from being launched, the Club has the right to move your boat when and where needed - at your expense. If you know in advance that launching your boat is going to be an issue, please let the Launch Coordinator, Manager and/or staff know.

Masts will only be stepped during identified limited periods to ensure that priority is given to launch. Please check for the available times or talk with the yard staff. Masts must be stepped or moved to top lot by **8 June 2014**. This is to ensure our grounds are not unsightly. If you force the club to move your mast, you will be charged a fee.

All Boat trailers must be removed from the Club property within 7 days of your launch, with all trailers being cleared from the grounds by **9 June 2014**.

THIS IS AN IMPORTANT POINT. Parking is restricted during launch. Each year we encounter frustrating delays because vehicles are blocking access and the owners have to be tracked down to move their vehicle. We understand that parking can be an issue during this time of year so please do one of the following if your vehicle may be in the way **(1) leave your keys in your vehicle, or (2) leave your keys with the staff. (cont. P12)**

BOAT LAUNCH - MAY 2014 Cont.)



Please remember that the staff are experienced, skilled, hard working and deserve your respect. Help them to help you! If, however, you find yourself in a situation where you have an incredibly overwhelming need to **vent your frustration**, please do not take that frustration out on the staff – rather, give me a call at 699-1748 or talk with the Manager (Jim).

Finally, please remember we have a lot of boats to launch in a relatively

short period of time. We are striving for efficiency, being a courteous member, being ready on time, and communicating any difficulties you may be encountering with your scheduled launch will go along way ensuring we have another safe and successful launch. We all want the same thing, get our boats in the water and enjoy those 2.5 days of summer coming our way in July!



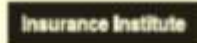
Ooops!!! Never Happen at RNYC of Course!!



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Wharf Allocations

Alasdair Black

The Members Handbook has been receiving a lot of attention in an effort to improve the quality of experience for all members. Members are strongly advised to read this as it contains a lot of good information. (A copy can be found in the Member's area on the RNYC web site). The section on Wharfs and wharf allocations has been amended and updated as a part of these revisions. Much careful thought and significant discussion by the executive, Flag officers and the Commodore has been given to this. As a member it is your responsibility to be aware of the provisions contained in the handbook. This information will be distributed by e-mail and will also be available on the RNYC website.

Once again this year we will be able to offer to several members on the wharf waiting list a suggested place to tie up. A great deal of thought goes into this process with the aim of fairly meeting the needs and wants of as many boaters as possible, while also making the best use of the available space.

If you wish to change your wharf or anticipate changing your boat please get your name on the list in writing to the Manager ASAP. Please do not purchase a new boat that will not fit in your current wharf without speaking with the manager or a member of the executive. The waiting list will be available on the new website and also on the notice board in the clubhouse.

It may be of interest to note that newly arriving boats are placed in wharf spaces where possible. This is often done on a temporary basis only, a new member may be moved several times in the course of one season until a more permanent place can be assigned. Empty wharf spaces takes away activity in the club and the clubhouse so we try to avoid this situation. If you have a very specific request or a larger boat it can be several seasons before a permanent place can be offered.

Needless to say the position on the Executive of Wharf Allocations can be a hard position to find a volunteer for!



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The Route Halifax - Saint-Pierre race 2014 is a world class ocean race held every two years (opposite the Marblehead - Halifax race) from Halifax, Nova Scotia Canada to Saint-Pierre, France off of beautiful coastal Newfoundland.

The excitement is building - the festivities are being planned. The 2014 Route Halifax Saint-Pierre is developing into one of the most exciting to date. There's still time to gather your crew, prepare your boat and register for what will prove to be THE ocean race of 2014.

World Class Ocean Racing. All classes will depart on July 8, 2014.



SAFETY & TRAINING

*Ted Laurentius
Safety Officer*

This has been an exceptionally long winter and I am sure there were times when we all wished we could be back on the water instead of shovelling snow. Well, spring will come and soon we will be thinking wonderful thoughts of getting the boat ready for another season.

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



The next most important reminder is to make sure that the ladder you are using is in good repair and the right size for the job. It might sound like a broken record, but I am shocked every time I walk around the boats and see the condition and construction of what you trust with your life when you climb aboard your boat. And don't forget to tie it on to the rail or something else solid when your head reaches the deck. We have already had a few accidents involving getting onto and off boats and we do not want any more.

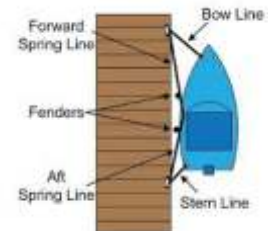
One last note about launch is to please stay away from the Travel Lift when it is operation and this means not crawling around under your boat while 12

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

This spring on the weekend of June 7/8 we hope to host a Safety at Sea course being organized by Sail NL. This is the same course we held 2 years ago and I highly recommend it if you are intending to do any sailing out of the bay or passage making. It is internationally recognized and is mandatory for selected offshore events. Look for further details as the time approaches.

If there is some interest in seminars such as Navigation/VHF operation and Man Overboard, I would be happy to do these again. Just let me or Jim know. It will depend on the numbers.

It was mentioned at the AGM in March that perhaps some members could use some guidance in tying up their boats. In the past I have included articles in Spindrift showing methods and recommendations for type and size of ropes to be used. Please take a moment to look in the past issues, or if you have any questions, please contact me and I would be happy to meet with you on your boat and offer some suggestions, particularly if you are a new member. Please remember that if your boat is not secured properly, it does not only affect you, but those members tied up next to you.



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



A TRANSATLANTIC CROSSING

By Jon & Sue Garvin

A walk along the wharf can lead to a great adventure. In June 2006 I was leaving our boat to go home and cook Sue's supper. (this was while I was the only retiree and subject to chef's duty) Tom Harris was working on Sorcery preparatory to crossing to Ireland, so I stopped for a chat. As it turned out his planned crew had a change of plan and he asked if I would like to go. "Can Sue come?". "Of course" said Tom. "I'll get back to you this evening after I've checked with her". Sue was suffering from a nasty head cold but the chance to do a Transatlantic is more remedial than all the medications in a Pharmacy.



We got together with Tom and Jim Winter who was also going along. We were the neophytes so there was no pressure there! The planned departure was the

last week of July and Sue had her holiday booked for the last week of July and the first two weeks of August. I spent some time with Tom going over the boat and making sure that I knew where things were stowed and how the systems worked. There is a lot of stowage space on a 61 foot boat and I'm sure there was some gear there from the launch in 1969. When Tom had had Sorcery for a few years he found a 25 hp motor that he had not seen before.

Planned departure dates came and went as low after low crossed the Atlantic on much the same course as we were planning but, just as Sue was



thinking that there was not going to be enough time left in her vacation, we got a break in the weather for a couple of days and, at 10.00 on the first of August, we left Sorcery's slip. We were a mile or so past Bell Island before we got enough wind to sail but we had plenty of time to make sure things were stored properly. A nice 10 kt. breeze

carried us out of the bay and by nightfall we had left the coast well behind. It was rather a sobering moment when we eventually could not see the loom of the lights of St. John's over the starboard quarter. The wind stayed civil for speed for the next 36 hours but came from ahead so by the end of day two we were almost down as far as the Flemish Cap. The one thing we didn't see however was fog which was a comfort as fishing boats were well visible at night.



Our watch system was 3hrs on 6hrs off. Tom and Jim stood watches alone with Sue and I sharing a watch. Nighttime off watch was pretty much sacrosanct which gave us all a decent rest. Sunrise on day two was a beautiful shade of red and by evening we were into a goodly breeze and when Sue and I came on watch at 06.00 on day three it was about force 8. Sorcery was built as an Ocean Racer and can handle the sea really well but the four of us had not fully adapted and there were no prepared meals – not that any of us felt much like eating. By evening the wind had started to soften and the seas to moderate and the cheerful factor increased.

After that we were blessed with civil winds of around 20 kts with generally partly cloudy skies and sailing became as routine as it can be when you are out of sight of land and we started to rack



up some serious mileage with long and large but regular seas. There is not a lot to see but that makes it more important to stay vigilant. Sue and I took it in turns to

scan the horizon at about 10 minute intervals and one beautiful morning had the shock of seeing 'something' on the horizon to port and roughly abeam. Twenty minutes later a large container ship was about two miles in front of us and in another twenty minutes it had disappeared over the horizon to starboard and we again had the sea to ourselves. We tried calling the vessel but got no response so we didn't feel that they had seen us. We saw two other vessels but they were south of us and overtaking. We also saw a couple of large logs lying in line with our track. They would have

A TRANSATLANTIC CROSSING (Cont.)

Although the weather was generally good we did have rain on a couple of occasions and one night Sue and I were in the cockpit with a lot of spray coming over us and the heavens trying to raise the sea level. We were feeling generally quite miserable but the mood lightened considerably when Sue remarked that "at least the rain is washing the salt off". It's all a matter of the right perspective. About seven days out we had a midnight watch and it was a perfect night. Warm and cloudless with a full moon to the south of us, what used to be known as a "submariners moon". This started me thinking that we were not very far south of the main WW2 convoy routes. Which then led to me thinking about all the young men (on both sides) that died during those tragic years. Quite evocative.



No voyage is complete without a few problems however and a problem with the stack pack coming adrift had Tom, literally, climbing the mast to repair it. Not something I would have looked forward to.

At about dawn on the morning of the 10th day we had a problem with the goose neck which required high level consultations at the mast while Sue looked after the minor details – keeping a look out, staying on course and cooking breakfast. When we had the main hoisted again we were set for the most magnificent sail of the trip. We were approaching the continental shelf and the seas had been shortening and building with the wind steady at 20 – 25 kts and the boat reveling in the conditions at about 10 – 11 kts through the water. Lunchtime saw us all in the cockpit lazing around in bright sunshine with the first bottle of wine of the trip when someone suggested that we must be getting close and a



better lookout revealed one of the Skellig islands off the port bow. A couple of hours later we were deep in Dingle Bay and it was time to get the sails off. We were within three miles of the entrance to Dingle and so had sailed for about 1443 of the 1450 mile direct course. Dingle Harbour has a clear entrance and we were welcomed by the resident Dolphin. An earlier 'phone call to the Harbour Master had resulted in us mooring to the ferry wharf for the night and it was great to be alongside in just under 10 days 6 hours (really just by about 3 minutes under). The



pubs beckoned but more important was a shower and clean rig for going ashore. This was where things didn't go quite as we envisaged. Once clean we went

across the road for a couple of pints of Guinness and then back to Sorcery to tidy up a bit before supper. We had crossed on Newfoundland Time and, you've guessed it, Dingle was, surprisingly, on Irish time and all the restaurants were closing when we went back.



We actually arrived on the day that Sue and I were supposed to fly back to Newfoundland. This was also the day (10 August 2006) that the terrorist alert closed Heathrow for two days throwing all plans out of the window. The enforced lay day allowed for a tour of Dingle, a visit to the laundry and consultation with the Harbour Master as to what to do about a) clearing in to Ireland and b) leaving Ireland. A resulted in a well stamped document from the H.M. and Garda and the next day we went to Shannon to try our luck. A lot of 'phone calls to Air Canada and Visa in Toronto saw us on a flight the next morning. It was amazing how helpful both organizations were when I told them we had just sailed across. A tidy end to a great trip.

Cuthbertson, Kirby inducted in Canadian Sailing Hall of Fame

Reproduced with Permission of Scuttlebutt (See Below)



Sail Canada has announced the induction of George Cuthbertson and Bruce Kirby into the Canadian Sailing Hall of Fame. The Board of Directors of Sail Canada has determined to establish a Canadian Sailing Hall of Fame to recognise illustrious individuals who have made notable contributions to sailing in Canada and worldwide.

Sail Canada and the Marine Museum of the Great Lakes at Kingston have agreed to collaborate in the development of the Hall of Fame, initially in a virtual format, with a physical display to follow in due course.

“The Board of Sail Canada is delighted to be associated with the acknowledgment of the extraordinary contribution these sailors have made to Canadian and International Sailing,” notes Sail Canada President Alan Lombard. “Their recognition paves the way for Canadian sailing to honour other illustrious individuals who have brought considerable credit to the name of sailing in Canada. We are delighted to be collaborating with the Marine Museum in this regard.”

George and Bruce’s achievements and contributions to Canadian Sailing will be celebrated at the Inaugural Gala dinner of the “New Age of Sail” exhibit by the Marine Museum. This dinner will be hosted by Kingston Yacht Club on the evening of May 10th, 2014.

George Cuthbertson

George Cuthbertson started his long yacht design career right out of university, and by the time of the founding of C&C Yachts in 1969, had already established himself and the design firm of Cuthbertson and Cassian as one of the handful of leading yacht design firms in the world.



With Inishfree, Red Jacket, Inferno, the Redline 41, Manitou, and the C&C 27, 35, 39,



43, 50, and 61, George established a design legacy that would be the envy of any sailor or yacht designer in the world. The successful racing record of C&C designs on International racing circuits established the credibility and panache that led to the successful building of high quality production boats for everyday sailors, and attracted thousands of families to sailing as a recreational pursuit.

However, George would cap that remarkable design career by becoming the President of C&C Yachts at a time when it became the most recognized and successful production and custom boat builder in North America and the world. Leaving C&C in 1981 after a corporate take-over, George returned to his first love design by re-establishing himself as an independent yacht designer.

George’s contribution to Canadian yacht design and Canadian boatbuilding deserves to be recognized. Without George Cuthbertson there would still have been a boatbuilding industry in Canada, but George Cuthbertson made it a truly Canadian industry by building Canadian designs.

Bruce Kirby

Although Bruce Kirby is globally recognized as the designer of the 13'-10" Laser Olympic sailing dinghy, of which over 215,000 have now been built, Bruce’s design career embraces seven renowned International 14' Dinghy designs and a multitude of successful one-design classes, such as the Sonar, Kirby 25 and Ideal 18, America’s Cup Twelve Meters; production racer/cruisers like the San Juan 24



Cuthbertson, Kirby inducted in Canadian Sailing Hall of Fame(Cont.)

boats such as the Admiral's Cup 40' Runaway; a number of innovative cruising designs; and a variety of plywood Sharpie designs for home construction.

His sailing career is no less impressive, involving International Fourteen championships and International Team Racing, three Olympic campaigns, and off shore and Admiral's Cup racing in his boats and others. On top of that Bruce was a pioneering sailing journalist, editor of One-Design and Off-Shore Yachtsman, which lives still as Sailing World magazine.

Bruce is already a member of the US National Sailing Hall of Fame, the International Yacht Racing Hall of Fame, the Canadian International Fourteen Foot Dinghy Hall of Fame, and the City of Ottawa Sports Hall of Fame. It is long past due that Bruce be recognised in his native Canada for all his contributions to Canadian and International sailing.

'New Age of Sail' at the Marine Museum of the Great Lakes at Kingston

The New Age of Sail exhibit this summer at the Marine Museum of the Great Lakes at Kingston will focus on the huge growth in sailing in the 1960s and 70s brought on by a postwar boom economy and the introduction of fiberglass boatbuilding. Both George Cuthbertson and Bruce Kirby were instrumental in the growth of sailing in this period and both have agreed to be the Honourary Curators of this exhibit.



Scuttlebutt

Scuttlebutt publishes a five days per week news letter on sailing with an emphasis on sailing in North America.

You can subscribe to receive these daily newsletters at no cost by completing the form found at: <http://www.sailingscuttlebutt.com/>

Thanks to the editor of Scuttlebutt for permitting us to reproduce items in Spindrift.

Adopt a flower bed. A call to arms

Alasdair Black

With the ground reappearing rapidly as I write, thoughts turn to launching boats and summertime at long long last. The flower bulbs in the ground have had a long wait this year but will soon be showing themselves. It is such a cheerful sight to see the flower beds around the clubhouse come to life, a testament to the hard work of many members over the years. On clean up days great efforts have been put into the flower beds in particular.



Last year saw some members continuing to look after "their" flower beds throughout the season. This year we would like to try something new, flower bed adoption.

A member, a family, or a group of members are invited to adopt a flower bed of their choice (on a first come basis) and put a small sign (1' x 1' max) in the ground with either a name or preferably the boat name on it to show who is looking after that flower bed. You could follow a theme, however Garden Names and large statues are discouraged! Towards the end of the boating season an award will be given for the best flower bed of 2014 and a photograph will appear in Spindrift and the website. It is hoped that this will be both a bit of fun and will keep our club looking good.



If you have a garden at home you may have plants that need a new home after thinning out, here now is the perfect place for them.

The competition prize will be announced in the coming weeks and a sign up sheet will be available in the office.

RNYC SAILING SCHOOL



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

Safety is our top concern. If you sign up for a course that offers sailing in a dingy, a coach will always be with you on the water in a safety boat. A coach will be onboard our 28 foot keelboat during all Adult Learn to Sail sessions. All of our coaches are trained in boat rescue, first aid, and are official coaches through Sail Canada. Please bring your own PFD to your course and ensure it is approved and fits you properly.

Contact: E-mail: juniorsailing@rnyc.nf.ca

FUNDING SUPPORT AVAILABLE FOR PARTICIPATION IN JUNIOR SAILING PROGRAMS SUMMER OF 2014

There are 2 programs available to help offset the cost of participation in junior sailing programs this summer at the RNYC: the Kidsport program through SportNL and the Jumpstart program through Canadian Tire – please find more information from the links below.

<http://www.sportnl.ca/programs/kidsport.php>
<http://jumpstart.canadiantire.ca/en/what-we-do>



KITCHEN FLOOR REPAIRS

This winter Steve and Corey with assistance from the ladies from the Kitchen undertook some much needed reair work on the floor under the sinks and in the liquor storage area. These pictures will show how serious a problem it was and what a great job was done to fix it up.





WHY MEMBERSHIP IN SAIL CANADA IS IMPORTANT

Ted Laurentius

Every so often I get asked the question about why we collect CYA fees. Let us start off by explaining that the Canadian Yachting Association has changed its name and organizational structure at the request of Sport Canada. This was done a few years ago to bring it in line with most of the other sport governing bodies in the country. It is now called Sail Canada, but it still provides a voice for all recreational boaters. A recent example



to modify the carriage requirements for pleasure craft and increase the number of flares that you must carry on board. They were successful in

their lobby efforts and this has saved you at least \$30 in extra flares.

Another direct benefit is that certain companies give Sail Canada member clubs such as ours discounts on products. It was only recently that I appreciated what this could mean and was pleasantly surprised. My marine insurance policy is coming up for renewal so I went to the Sail Canada website and chased down their sponsor company and got a quote that was 30% less than what I was paying now and is a better policy. There are other sponsors such as hotels and marine equipment suppliers that give discounts so why not check it out.

A portion of the fees collected by the club, actually half, go to the provincial sailing association, Sail NL, formerly Newfoundland and Labrador Sailing Association. This money is used to promote various sail training programs and fund provincial sailing teams representing our



province in national events.

For sailors the obvious benefit is for those that race. Without Sail Canada this would not be possible. Though a small portion of our members are active racers, it is still an important activity at RNYC during the year.



The Learn to Sail program at our club would not be possible either without Sail Canada. They provide the training curriculum, instructor liability

insurance, and overall support. This program is also an important piece of the puzzle and creates future members for the club as well as a revenue stream. I am an example of this and my first summer job was in 1966 as a CYA instructor and I subsequently became a full boating member at RNYC in 1978. Did you know that almost 20% of the boats at the club are owned/operated by former dinghy sailors?

Sail Canada provides a Learn to Cruise and Learn to Powerboat program that is very popular in the rest of the country. Unfortunately there are no instructors in our area. The one course that is available and coming to the club and sponsored by sail NL is Safety at Sea and will be presented on June 7/8. This is a Sail Canada and internationally recognized course and is well worth while doing if you ever intend to venture outside our coastal waters.

Sail Canada made it possible for me to develop a seminar series while I was Vice President for Recreation. These have benefitted power boaters as well as keel boaters. While delivering these, we have generated revenue toward the junior sailing.



Getting on the boat

Alasdair Black

Docking and undocking a boat can be a challenge sometimes, but just getting on the boat in the first place can also be a skill testing challenge. The number of catwalks have made things easier for some, as have the extra



efforts by the staff to provide more ladders. With the fixed wharfs we have, the state of the tide can make a great difference to the ease of getting on and off the boat. Caution is always required, think before you leap! Dropping the supplies in the drink is bad form and environmentally frowned upon.

Any wharf space and any boat can require a more athletic effort at certain times. This may not be such a problem for those of us who hop on and off the boat many times a day, but to the less frequent boater, guest or person with mobility issues it can be a real obstacle to enjoyment. Changing the wharf structure is not an option open to us, however there is an alternative. The club has a floating dock in the channel which is equipped with several ramps. The Fuel dock as it is known is well suited for embarking and disembarking from any boat and provides the least amount of challenge possible to any person.

Use of this dock is strictly short term and boats should only tie up there for the minimum time needed. Persons using this wharf also have the advantage of the proximity to parking and without the need to travel the length of the wharfs. Use of this wharf will reduce the difficulties to a minimum possible.

Any boater needing assistance should feel free to ask any member for a hand if required. Catching a line or lending a hand is a good deed which is bound to be reciprocated when in turn you need help. Who amongst us has never needed a hand at some point in time, and besides it is a great way to make new friends.

Streusel Coffee Cake

By Carolyn Shearlock – theboatgalley.com

Whether you're having friends over for brunch, celebrating a holiday, or just enjoying a lazy morning watching the pelicans, this coffee cake is delicious and SO easy! Even better, the ingredients can be found almost anywhere and the recipe is designed to be mixed by hand! And if you don't have an oven, it bakes perfectly in an Omnia Stove Top oven (the slice in the photo was baked in the Omnia).

Streusel Coffee Cake

Prep time: 10 mins
Total time: 45 mins

Cook time: 35 mins
Serves: 8

Batter

1-1/2 cup flour
1 teaspoon salt
2-1/2 teaspoons baking powder
1/2 cup raisins, chopped dates or other chopped dried fruit or fresh or frozen fruit
1/2 cup milk OR soy milk OR water
1/4 cup canola oil OR vegetable oil OR melted butter or margarine

Topping

1/2 cup walnuts or pecans OR chopped dried, fresh or frozen fruit
2 tablespoons brown sugar OR white sugar
1/2 tablespoon flour
1/2 tablespoon butter OR margarine OR canola oil OR vegetable oil
1 teaspoon cinnamon OR allspice

Instructions

1. Preheat oven to 375 degrees F.
2. To make topping, mix nuts, flour, butter and cinnamon to form crumbly mixture (it will not all clump together). Set aside.
3. To make batter, mix flour, sugar, salt, baking powder and fruit in medium bowl.
4. Add egg, milk and oil; stir until well mixed. Batter will be thick.
5. Pour batter into greased 5"x 9" loaf pan (best) or pie pan.
6. Sprinkle topping over batter.
7. Bake for 30 to 35 minutes, until toothpick inserted in center comes out clean.
8. Cool at least slightly before cutting.
9. Great served warm!



NOTE: Make a double batch if using an 8"x 8" or 9"x 9" pan, as it will be too thin otherwise. A 9"x 13" pan really needs a triple batch.



A Retrospective Look at The Royal Newfoundland Yacht Club

In the December 2013 issue of Spindrift we printed the first part of an address by Past Commodore George Giannou on July 12, 1990 to the Northwest Rotary Club luncheon held at the Club. The following is a transcript of the remainder of his speech.

But with giving up on the beachrock, we decided the only other way now was to get rid of this bridge. So we talked to the local farmers around here. This bridge was used so that they could take their horses and carts over to the beach, load them up with caplin in the caplin season, take them up and spread them on their property. We had meetings with the local people and tried to convince them that spreading caplin on their property wasn't a very good idea! That fell flat, we didn't get anywhere.

The next effort was carried out by Don Clouston and some of his friends. They decided they'd make a drawbridge out of it so we could hoist it up and get the boats through at high tide. Well, they went to work on this. They put huge hinges on one side of the bridge, they cut the bridge in two, they erected two huge poles with guy wires on them and mounted two big sets of block and tackles.

Well, the planning was alright, but they forgot how heavy the bridge was. Whenever a boat wanted to go through, it took six men on these block and tackles to get the bridge up in the air. This wasn't too successful! The following year they tore the bridge completely apart, raised the crib work on it and rebuilt the bridge at a height where the boats could pass under.

In the meantime, some more Northeasters hadn't helped us at all. Not only was this channel very shallow, but the main harbour going in and out of these two ponds was in the same state—a few inches of water at low tide and small boats could only come and go at high tide. The storms had driven more beachrock into the harbour and the boats were having difficulty even at high tide.

So again Don Clouston came to the rescue. He resurrected the old drag bucket and the Buick engine, set them up and he spent the better part of one summer dragging beachrock out of that entrance. He still hadn't completed the job and the next year George Parsons, who had just come back from overseas, took his coat off and spent the best part of the following summer dragging beachrock with this mechanical equipment. At the end of that time they had a fairly good channel.



We used that for a couple of years at high tides, getting the boats in and out. About this time the war had ended and a lot of the merchant vessels had stopped operating. There was a great surplus of lifeboats around here. And we got into what we called the "lifeboat era".

About a dozen of our Yacht Club members obtained lifeboats. They built cabins on them, built bunks in them and fitted them up very nicely inside, then turned them into very nice power cruisers. Then for several years these lifeboats cruised around here. I believe the last one I saw was about two years ago up in Bob Ennis' backyard. I must say, his neighbours were glad when he took it away!



In 1950, St. John's Harbour was getting kind of crowded and they decided they had to have more space. It was decided they would turn Long Pond into a secondary harbour. At that time a big dredger came down here, I presume from the Federal Government, and cut a very nice opening. They dredged the pond a bit, built a large wharf up there and then started shipping talc out of that harbour.

Now, this left an opening for some of who wanted to get into larger boats and within about a year there were ten very nice power cruisers. We couldn't join the Avalon Yacht Club because we couldn't get down there. We decided to form a little group of our own and the ten of us operated out of the upper pond. We moored the boats out, we had no headquarters or anything—but we could use the boats.

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

About four years later, in 1956, the powers that be decided to make the harbour larger. They sent the dredgers back in and they deepened the harbour but our boats were in their way. In order to get rid of us they agreed to dredge this channel out here so we could bring our boats into this pond here (indicating the lower pond).

We were quite happy and they were also happy. In 1957, for the first time we had access through here. It was then decided by this power boat group that we should establish a headquarters up here. There was a small piece of land available down on the point here and we arranged to buy that.

We formed a club, sold shares in it and interested some other people in joining. Another building was built on the location where we are now. Again, it was a small building, twenty feet wide and thirty feet long with a couple of washrooms. That was the beginning of the present club where we are now, the Newfoundland Yacht Club.

Now, this Club prospered fairly well and for about three years we operated in this pond with two clubs. The old Avalon Yacht Club was still operating with smaller boats; we were over here with our larger boats. At that time the members of the Avalon Yacht Club came over and said that it was kind of crazy and why don't we come over and join you and we'll have a nice club. And that is what happened.

In 1960 these two clubs joined and in 1961 the swimming pool that you see out there was installed. That brought about an era that we can call the "tuna



boat era". At that time large quantities of tuna began to appear in Conception Bay and quite a few of our members obtained tuna fishing boats and they went out after these tuna. For those of you not familiar with it, these tuna range in weight from 400 pounds up to 1000 pounds. When you had one of these fish on your hook, believe me, you had a lot of fun and a lot of hard work. That was very successful for several years. Then as fast as the tuna appeared, they took off again and the tuna season was over.

Now in the year 1964, this club was granted the title of "Royal" and among yacht clubs, particularly in the British Commonwealth, this is a very enviable title. To my knowledge, there are less than 20 Royal Yacht Clubs in the world. These titles are only granted by the reigning monarch of England and it was quite an honour when this Club was granted the "Royal". It gives the members the privilege of flying the crown on their burgee and they may also fly the blue ensign on their boats.



In 1977, this club hosted the sailing events of the Summer Games. In order to do this the Club had to be expanded a great deal and a lot of new facilities had to be installed, such as proper showers and things like that. The members of the Club went to work and had this done. The Club was expanded a great deal and the sailing events for that summer were all held here, and they were extremely successful.



In 1985, this Club again went under major renovations and it was built into what you see now—a very nice Club. In 1985, this Club hosted the Cruising Club of America. This was an amazingly successful event, I believe, and I am going to give a lot of the credit to Geoff Peters. He engineered most of this and did a great deal of work on it. Thirty-one boats, sailing boats, cruised up here from the Eastern seaboard of the United States. Mostly, I believe, from New York State, Massachusetts, and Maine. These thirty-one boats carried a crew of 285 people and these boats in company with our own boats extensively cruised around the northern bays of Newfoundland.

This Club has grown in its capacity for cruising and in the knowledge its sailors have gained. Some of our sailors have sailed their boats across the Atlantic and back—no small feat. Others have sailed their boats extensively around the coast of Newfoundland and Labrador; still others have sailed their boats around the Atlantic Seaboard as far as Florida and the Bahamian Islands; and others have sailed their boats from the Great Lakes back to this Club.

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

Another part of this Club and a very important part, has become the racing events. You can see how this Club has grown by looking at the boats down there (indicating the wharves). The Club now has something like 120 boats, most of them not just small boats, but real yachts. They have a terrific racing schedule set up and you can see some of the trophies, if you look behind you here (indicating the trophy case). The races are very keenly contested and we have some pretty keen racers in the group.

Another thing that has become very important is the hospitality that this Club has offered and that the boat owners have offered to friends and people who live in this area. Many people have had the privilege of enjoying cruises on these boats.

I can't go past this without mentioning one boat in particular. The name of the boat is the "Dorothy E", and I think it must have the record in this Club for hospitality. I am going to tell you one little incident. There are a group of seven men who go off on that boat every year on a ten-day cruise. They cruise the waters of Conception Bay, Trinity Bay, Bonavista Bay and Notre Dame Bay. They rarely leave the boat, they stay on it. Why they don't fight and get mad at each other no one has yet determined.

The sailing history of that group goes back for more years than we can remember. I am going to tell you the names of the members of that group because they are all Rotarians belonging to this Club — Skipper and owner of the boat, Ewart Pratt; and the crew, Johnny Blackwood, Phonse House, Larry McDonald, Guy Taylor, Bob Ennis and yours truly.

And one instance which might give you an idea of how that group got along, I'll tell you. During these years, we discovered an amazing amount of talent among this group. We discovered we have some wonderful chefs, we have some extremely thorough dishwashers, we have debaters, we have storytellers, and we've even discovered one very, very melodious voice.

Picture this boat in a very secluded bay, moored for the evening. The chefs had done their work, we sat down to a very lovely dinner and preceding that we had had a very, very extended cocktail hour!

After dinner, the competent dishwashers had completed their jobs and we had gathered around in the lounge, wondering just what the evening was going to

bring forth. Well, no one can quite explain what happened here, it was a little unusual, but for some reason or other we began to pick on the Fleet Captain, Johnny Blackwood. Whatever Johnny said was wrong. Whenever he opened his mouth it wasn't right. We picked on him, oh we gave Johnny such a hard time that night. And some time in the early hours of the morning, Johnny stood up and he said, "Look, I'm fed up with you guys tonight. I'm going to turn in." He walked along the companionway steps, turned around, stared at us very coolly and said, "Don't any of you guys get sick tonight!"

Just to give you an idea of how this Club has grown from the 4 small boats we started with 50 odd years ago, we now have 120 beautiful yachts here. They have about 350 memberships and this comprises about 800 people who are actively interested in this Club today. The Club



has a staff during the summer season of 14 people. The comradeship that sailing brings, I think, cannot be measured anywhere, and if you will look out over the stairwell here, you will see the pictures hanging up there of the Past

Commodores of this Club. And it is to them and the officers who have worked with them over the years that should go most of the credit for establishing a very nice Club that this whole community can be proud of.

Thank you for your patience.

SECURITY TIPS

Some security reminders now that the boating season is upon us.

- keep boats locked at all times.
- Secure ladders and other boarding devices.
- Don't leave tools lying in the open.
- Leave valuables at home until you need them.
- Close gates behind you at all times.
- Report all Lights that are not working to Steve for repair.
- Introduce yourself to strangers. Don't ignore them.
- Leave a light/radio on in the boat.
- Tell someone you will be away.
- Take any/all concerns to Staff or

IMAGES OF WINTERS PAST



CHANGES TO CONSTITUTION & MEMBERS HANDBOOK

At the club's Annual General Meeting in March, members voted to make some changes to the Club's Constitution and Members Handbook. There was also discussion regarding the fees for Senior Members and as a result of these discussions, changes will be proposed for adoption at the November Semi-Annual General Meeting. The changes and proposals are detailed below.

By-Laws – amended sections

2.08 SOCIAL MEMBER:

Any person who has reached the age of Nineteen (19) years may apply for a Social Membership if he or she:

(a) does not own, or operate a boat that is normally docked within the headlands of Conception Bay: or

(b) is a crew member, or has an interest in and/or the use of a boat that is operated out of the Club by a Full Member of the Club.

Social Membership does not entitle a person to vote but a Social Member can hold office, other than Flag Officer, on the Executive Committee. Social Membership shall consist of both the member and his/her spouse (including cohabitating partner) and the rights of a Social Member shall be extended to their children up to the age of 24. Social Members have charging privileges at the Club and may upgrade their membership to Full Membership at any time by paying the applicable current balance of the annual fee for new membership.

2.10 PRIVILEGES OF MEMBERSHIP:

The Club, through the Executive Committee or by resolution at Annual Meetings, may make rules and regulations pertaining to the privileges of Membership and the organization and conduct of the Club in general. Only Full, Senior and Life Members have the right to vote and to hold office. A Social Member can hold office on the Executive Committee, however, may not hold the position of Flag Officer. All Members of any given class share in common the rights and privileges and are subject to the obligations and restrictions expressed or implied within these By-Laws and the rules and regulations that the Club may create from time to time.

3.06 ELECTION AND REMOVAL

Committee Members shall be elected by the General Membership on a show of hands unless a ballot is demanded in which case such election shall be by ballot. The elected Executive Committee may add a member to the Committee as proposed by the Commodore and approved by the Committee. The whole Committee shall retire on December 31 of the year of the Annual Meeting at which the election of the New Committee takes place. If qualified, any retiring Committee Member shall be eligible for re-election, provided always that the Members of the Club may by ordinary resolution passed at a Special Meeting of the Membership, remove any Committee Member or Committee Members from office and a vacancy created by the removal of a Committee Member may be filled at the meeting of the Membership at which the Committee Member is removed.

Changes to Constitution & Members Handbook (Cont.)

Member's Handbook – amended sections

***APPENDIX A* 2014 SCHEDULE OF MEMBERSHIP FEES**

There will be an annual minimum charge at the kitchen and bar of \$400 per year for Full and Senior members.

***APPENDIX C* MISCELLANEOUS FEES**

If a member's boat has not been moved from the wharf it is occupying as reasonably requested by or on behalf of the Club Manager or the Executive, the Club maintains the right to move the boat to another wharf selected by the Club Manager or the Executive and the member will be charged a fee of \$250.00.

SENIOR MEMBERSHIP PROPOSAL

In the last edition of Spindrift I wrote about the changes that were being considered in relation to the club's senior membership provisions. One change to these provisions was approved by the membership at the spring general meeting. As a result beginning in 2014 senior members will be subject to the same annual minimum kitchen and bar charge as a full members.

Further changes to the senior membership provisions will be proposed at the November general meeting. If these changes are accepted the available senior discount of 50 percent would be reduced by 5 percent each year beginning in 2015 until it reaches 20 percent in 2020. As a result of this change the fee paid by a senior member would increase by about \$100 dollars a year or \$2 per week. In terms of the impact on the club, it is estimated that this change will increase revenue by over \$2,000 each year and, combined with the change to the kitchen and bar charge, club revenue could be as much as \$20,000 higher in 2020. This of course depends on the number of senior members each year.

The other change that will be proposed at the November meeting is to require consecutive years of membership so that any member would be eligible to apply for the discount when they reach the age of 65 with ten consecutive years membership. The amount of the discount will be the same for each senior member regardless of when he or she became a senior member.

Please take a moment to review the specific proposed changes which are posted on the website and at the club. This is an important issue for the club and all members are encouraged to come to the November meeting and vote.

The Commodore's New Boat

In the great Annual Tradition, Commodore Humphries has purchased a new boat



VOLUNTEERS NEEDED!



4TH ANNUAL **Clean-up** *Day*

***COME OUT AND HAVE A BIT OF FUN
WHILE HELPING YOUR CLUB!***

**POST CLEAN-UP
MEET AND GREET**

EARN "FUN BENEFITS"
SPOUSAL WORK EXEMPTION CERTIFICATES

LEARN NEW SKILLS
- INCLUDING GRASS CUTTING,
WEEDING, PAINTING
& MORE!

**SAT. JUNE 14, 2014
10AM-3PM
RNYC GROUNDS**



Sign up at the Club or Email manager@rnyc.nf.ca



NEW WEB SITE FOR THE RNYC

Ken Corbett

At the March 2014 AGM it was announced that a new web site for the RNYC is currently under development.

Last Fall, a committee comprised of Donna Marie Humphries, Peter Lawrie, Theresa Burke, Jim Eastman and myself was formed to select a company to develop a website for us and oversee its development.

Six companies were asked to respond to a Request For Proposals provided to them and to present a proposal for a new website for the RNYC.

Prime requirements were the need for a site that could be updated by different people rather than just one as present, to reduce duplication of effort in sending out emails, posting to the web site and social media such as Facebook and Twitter, to allow member input in certain areas and to provide a more modern looking site.

 After careful analysis of the five proposals received, Triware Technologies was selected to develop the site.

We are now actively working with Triware on the design and development of the site. A structured methodology is used to design the site and the basic design and graphic look have now been completed. At the time of writing, Triware is

working on programming the site and producing a Beta version of the site which we have just received and are in the process of reviewing..

Testing of the Beta site should take place at the end of April and implementation of the site is scheduled for early May. This will depend on the testing and our acceptance of the Beta site.

Once the site is completed, data will have to be transferred from the existing site to the new one and additional content added as required. This will take 2 - 3 weeks to complete.

Hopefully by mid-June the site will be fully completed and all features will be operational.

The plan is to spread work of updating site over number of committees, e.g Racing, Sail Training, Power Boats plus members will have ability to post photos on site and a member discussion forum is being considered.

As has been previously stated, I will not continue as webmaster once the new site is implemented. Due to uncertainty on how much work will be involved for a webmaster with responsibilities being shared out to different areas, a new webmaster will not be put in place until we know what work will be required from the position.

Members understanding if the website is not always current during the transition period, will be appreciated.



2014 24th ANNUAL EASTER SEALS REGATTA



NOTE NEW DATE FOR 2014

SATURDAY



EASTER SEALS REGATTA

ROYAL NEWFOUNDLAND YACHT CLUB

Saturday July 26, 2014



JULY 26



2014



GET INVOLVED!!!



EASTER SEALS NL CONCERT TICKET DRAW



EASTER SEALS REGATTA

ROYAL NEWFOUNDLAND YACHT CLUB

Saturday July 26, 2014



GRAND PRIZE

Two Tickets (max. \$150 per Ticket) to a concert of your choice at Air Canada Centre in Toronto.

2 Nights Accommodations (max \$150 per night).

Approx. Value: \$2500

**TICKETS \$5 each
Available at the RNYC**

**Draw Date: Aug. 2, 2014
At RNYC**

TIME FOR A LAUGH

Why do seagulls fly over the sea?

Because if they flew over the bay, they'd be bagels!

How much did the pirate pay for his piercings?

A buck-an-ear!



"Maybe you were right, we should wait until Spring before we take the boat out."

News Flash

News Flash: A ship carrying a cargo of red paint has collided with a ship carrying a cargo of purple paint. Last radio contact confirmed that both crews were marooned.

Engine Failure in Shipping Channel

I overheard a VHF distress call from a boater with engine failure in a major but narrow shipping channel, with a large ship bearing down on them. After a somewhat panicky conversation with the Coast Guard, a passing boater towed the disabled boat out of the way, and all was well. There was a gentle wind blowing, but essentially the conditions were "calm" which seemed propitious under the circumstances.

I drove by the town's guest docks that evening, identified the disable boat by its name ... and noted that it was a sailboat. Apparently it hadn't occurred to the skipper to raise the sails.

Famous Captain

Once upon a time there was a famous sea captain. This captain was very successful at what he did; for years he guided merchant ships all over the world.

Never did stormy seas or pirates get the best of him. He was admired by his crew and fellow captains. However, there was one thing different about this captain. Every morning he went through a strange ritual. He would lock himself in his captain's quarters and open a small safe. In the safe was an envelope with a piece of paper inside. He would stare at the paper for a minute, and then lock it back up. After, he would go about his daily duties.

For years this went on, and his crew became very curious. Was it a treasure map? Was it a letter from a long lost love? Everyone speculated about the contents of the strange envelope.

One day the captain died at sea. After laying the captain's body to rest, the first mate led the entire crew into the captain's quarters. He opened the safe, got the envelope, opened it and... The first mate turned pale and showed the paper to the others. Four words were on the paper, two on two lines:

Port Left

Starboard Right



"They do make a flotation device for adults, ya know"

ROYAL NEWFOUNDLAND YACHT CLUB INFORMATION

2014 RNYC CLUB EXECUTIVE

FLAG OFFICERS

Donna Marie Humphries	Commodore/Treasurer	dhumphries@nf.sympatico.ca
Alasdair Black	Vice Commodore	Wharf Allocation sirjames26@gmail.com
Leo Quigley	Rear Commodore	Facilities leo.quigley@nf.sympatico.ca
Derek Stapleton	Rear Commodore	Membership derekstapleton@exitrealtynl.com
Peter Lawrie	Past Commodore	jplaw456@gmail.com

EXECUTIVE

Tess Burke	Secretary/Communications	tburke@vfs.com
Eg Walters	Easter Seals	egbert@bell.blackberry.net
	Sailing School	
Joe Browne	Power Boat Events	wmorgan@inbox.com
Michael Ladha	Race Committee	mladha@curtisdawe.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	kcorbett@nf.sympatico.ca

CONTACT INFORMATION

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email: manager@rnyc.nf.ca

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

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SURF & TURF



2014
*New Members
Flag Officers
Night*

FRIDAY JUNE 6, 2014

MEET & GREET 7PM

DINNER 8PM

STRIPLOIN STEAK

\$24.95

FULL LOBSTER

\$34.95

LOBSTER/STEAK

COMBO

\$49.95

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