

Volume 10 Issue 2

Official Newsletter of the Royal Newfoundland Yacht Club

# The Spindrift News

September 2014



BMW RNYC  
RACE WEEK 2014  
August 19-23





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**Don't Forget Past Commodore's Night, Friday October 17, 2014**

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## UPCOMING EVENTS

September 17.....Last Wednesday Night Race

September 20.....Bean Crock Race

October 1.....Haul Out Starts

October 12.....Thanksgiving Dinner

October 17.....Past Commodore's Night

October 31.....Haul Out Ends

November 19.....Semi Annual General Meeting

December 5.....Club Christmas Party

December 14.....Kid's Christmas Party





## FROM THE EDITOR'S DESK



Well what a great month of July we had. I hope everyone made the most of it and got out on their boat whenever they could. At the time of writing this August has not continued in the same manner with heavy rain and thunder and lightning. Let's hope it improves and that we are the beneficiaries of a great Fall.

In this issue we have the usual mix of topics from gardening, to membership options and reports on trips around our shores. My thanks to all those that submitted articles and photos. I am always prepared to receive input to forthcoming issues so when you are looking through those photos you took this Summer don't forget to send me a few.

While our budget is limited, improvements continue to be made around your club. This year saw the pool opening earlier than it has in a long time and the water was warm. Thanks to Leo Quigley and others for their work on this project. A good turnout of members saw the club grounds all spruced up in the Spring. It is good to see members getting together and helping to maintain our club and have a bit of fun doing it.

A new RNYC website has been launched and while it was a bit later than we had hoped I hope everyone is pleased with it and the new features that it offers. The forum is a great place to get some active discussion going about the club, your boat, your favourite cruising grounds or any boating subject that interests you.

We still have a number of club events to be held before the Season ends and I hope that we see good membership participation from everyone. Remember, it is your club and only as good as you make it.

Ken Corbett - Editor

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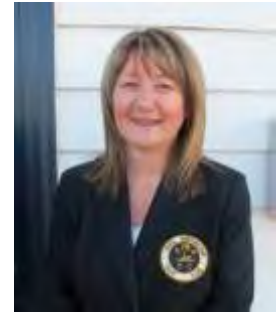
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The advertisement is a composite image. The top left contains the TRINAV logo with a butterfly icon and the text 'Yacht Sales' and 'PLEASURE BOATS FOR SALE'. The top right shows a sailboat on the water. The bottom left shows a white motor yacht docked. The bottom right contains contact information for TRINAV.

# FROM THE COMMODORE'S DECK

Well this summer has flown by way too fast for words, and I have to say I have enjoyed every fleeting second and have loved sharing each and every moment with all of you. The social gatherings and friendships that we have grown to cherish here at the Royal Newfoundland Yacht Club are what makes our club special. It's so much more than a place where we tie up our boats, it's a community of folks that have all come together through a love of boating. You are all a part of what makes this club so inviting and you have helped make this year so very special for me by sharing it. Thank you for coming out and joining in! We still have several events left on the calendar for this year, so be sure not to miss even one.



The weather took it's time getting here again this summer, but I don't think any of us will soon forget the record temperatures in July that certainly made up for it! When I think back over the summer there are so many highlights, too many to mention them all, but I do want to start by saying a big thank you to everyone that came out to help with our annual cleanup day this past spring. It was a resounding success and it's all because of you, our members! No contribution is ever too small, and there is something for all hands to do, big and small!!



Sailpast was well attended and it was truly a delight to have so many of you there. A big thank you to Joe and Dee Browne for taking Dave and I, and the dignitaries out when sea conditions were not favourable for Dragonfly. My sincerest thanks to you both.

July also brought with it an opportunity for me to visit our neighbours in St. Pierre, and I can honestly say was a trip that I will never forget. We were welcomed with open arms, incredible generosity, endless entertainment and amazing food. It seems our French neighbours are blessed with the same friendly welcoming nature that Newfoundlanders are also known for. So, if you haven't had an opportunity to visit St. Pierre, be sure to add it to your bucket list, you won't regret it. The sail back from St. Pierre on Bella J offered up my first sighting of a killer whale in the wild and my first open-ocean sail.



Thank you to the St. John's Port Authority for hosting and welcoming us back again this year. Ten boats raced in the harbour making it one of the largest fleets on record.



For years, I have wanted to go on the Power Boat Poker run, and this year I finally did, and I have to say, you guys sure do know how to have a good time and throw a great party. A very special thank you to Anne Squires and our corporate sponsor, Exit Realty on the Rock who brought new life to this event a couple of years ago when they came on board, and they continue to exceed expectations year after year. Thank you again to Joe and Deirdre Browne for taking Emma, Kira and I along for the day, it was a wonderful treat for us. *(Hindsight being 20/20, not sure it was such a great idea to take the girls, I now have one of them lobbying for a power boat!!)*

Our annual Easter Seals Regatta hosted many smiling Easter Seals families again this year despite the weather early in the day. Thank you to Century 21, our organizing committee and the endless list of volunteers that help make this event possible every year.

## From The Commodore's Deck (Cont.)



We also introduced a new 'ladies only' event in August this year "Coffee with the Commodore". It was well received and due to popular demand and the wonderful feedback, we are already planning to do it again next year. So be sure to watch the 2015 calendar for the date, you won't want to miss it or all the yummy treats! We just need to come up with a new name...I'm still working on that one. For the men out there that may be feeling a little left out, reach out to Alasdair, as I'm sure he'd be open to a "Beer with the Boys" night!!

Well to say BMW Race Week this year was amazing would be an understatement. I have participated in race week at our club for many years, but to be there as your Commodore this year made it even more special. And to take second place on Bella J in Division 1, was simply the icing on the cake! A perfect week full of races, fantastic meals, wonderful music by turbulence and an incredible crowd all combined to make this one of my most memorable race weeks ever. Thank you to BMW for your continued support and race committee for keeping it all going. A special thank you to Ted Laurentius for Panache and of course your time.



I would be remiss if I didn't say a special thank you to our very dedicated executive team, our management, staff and everyone involved in putting together our events and keeping our club going. The job of Commodore cannot be done without each and every one of you. Thank you for all your efforts and hard work behind the scenes, it has not gone unnoticed!



Earlier this summer we launched our new RNYC website. By now I hope everyone has had a chance to visit and check it out. The new online registration capability is a welcome feature, along with many others. A big shout out and thank-you to Ken Corbett and Jim Eastman for the amazing job developing our new website. If you haven't had a chance to go in and look around, please do, and if you have feedback, please pass it along to myself, Jim or Ken Corbett.

I have been delighted to hear such positive feedback from the visitors to our club this year. Over the years we have gained a wide spread reputation for being one of the friendliest and inviting clubs in North America, and one of our latest visitors even commented that we are one of the more youthful memberships as well. We are becoming a destination yacht club for globetrotting sailors, imagine that!



I hope you have all enjoyed the summer and let's hope there are still a couple of more great days on the bay left yet. I'm looking forward to the next couple of months, knowing it too, will fly by way too fast. With haulout fast approaching, please be safety conscious and respectful of those around you.

Donna Marie  
2014 RNYC Commodore





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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## HAUL OUT SAFETY

Ted Laurentius - Safety Officer

By the time you read this the boating season will be just about over and what a great season is has been. This summer has surely been exceptional and as I write this in early August the sailing days continue to be racked up. I would like to think that the good weather allowed all of us to get out onto the water more than ever and therefore it is good to know that it has been a relatively safe summer with no major incidents brought to my attention.

It has not stopped others, unfortunately, from still being lost due to accidents. One boater from Bell Island was drowned the first day of the recreational fishery and was not wearing a PFD. How needless is this?

One note about late season storms that can pass through our area without much notice. Check and double up your docklines and have a look at some suggestions and articles on the web site. It could save your boat and prevent damage to someone else's too.

Haul out will be here soon and it is time for my annual reminder of how to keep this necessary procedure as safe as possible. The first thing is to remember not to stand under your boat while it is supported in the slings without being blocked under the keel. This must be done before the pressure washer is used to clean off the bottom. There are prominent signs on the Travel Lift warning you not to be there while the machine is in operation. Only when the boat is blocked and Steve or Corey give you the all clear signal should you be near the boat.

Stay away from it while it is being placed in the cradle too. Once it is in the final resting position for the winter you can scramble up and start the depressing job of settling things away for another 6 months. Here I must once again stress that you make sure the ladder is still in good shape before you proceed. We have already had a few serious accidents because the ladder was in bad shape or not secured properly. Do I sound like a broken record? You get the point.

When you are finished with your wharf and the boat is tucked away, don't forget to clear the dock of lines and power cords. They present a hazard to those walking on the wharves. This includes carpet and lines on the outer piles as they will cause damage if they freeze into the ice sheet. In the past we have had to reset the piles at great expense due to them being jacked out by the tidal action.

This year I did not do any seminars but as usual, if the demand arises, I would be happy to do so. I will remind you again in the spring

Have a safe winter doing whatever you do when you are not boating.





# NEW MEMBER & FLAG OFFICER NIGHT



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# ANOTHER RACE WEEK IN THE BAG BUT DON'T PACK THE CHUTE QUITE YET...

## A Look Back at RNYC 2014 BMW St. John's Race Week By: Jodi Cooke

There's an old lexicon that has long been etched on nautical themed trinkets, from mugs to t-shirts and coffee table books - "Sailing; the art of getting wet and becoming ill while slowly going nowhere at great expense." While the author of that quote may have been a sailor, he couldn't have been a racer. How tragic. Sailing is so much more around the RNYC race circuit. "The Art of Sailing" is anything but slow. But the part about being wet? Ask your friendly foredeck member. The part about being ill, ask someone the Sunday of race week. The great expense part? Prefer to plead the 5th.

Considering this summer's rainy August, it was no surprise this year's BMW St. John's Race Week



was a wet one, but coupled with stellar winds, a large number of entries from all over Conception Bay, some new and returning

crews and an enthusiastic crowd - it was a recipe for another great regatta.

The 4 day competition may be the highlight sailing of the summer but its all the work that crews put into race week ahead of it that any boat will tell you is the most important part. Racing is a commitment,



like any team sport. It requires dedication, sacrifice, team playing, constant practice and training. The BMW St. John's Race Week trophy is after all, only awarded to the best team and you can't be the best without hard work. So



while the 4 days of racing kicked off on Wednesday August 20th, most will tell you it started just after the Travel Lift started working overtime in May.

Three divisions rounded out the fleets this year with multiple races for all on the two full days scheduled and two evening races at the start of the week. This years big wind proved a stark contrast to last years regatta that saw less racing and more bobbing.

The wind wasn't the only noticeable difference though. The larger fleet of boats, same courses for all divisions and strong sailing by all crews novice and advanced, saw all boats in all divisions racing closely together throughout the week. Tight starts.



Tighter mark roundings, close outs, pinch ins and bow to bow to stern racing in windward leeward scenarios made not just for intense sailing but excellent

camaraderie and dare to say, spectator friendly racing! In fact, some crews were so close mid-race that even a helpful passing of sail tape from one boat to the next could be executed with ease.

For advanced sailors and crew, race week delivered on what to expect, but for a handful of first time skippers competing this year, it was a week to put in the history books. Long time sailor and first time competitive skipper Eddy Howard is still smiling.



## Another Race Week in the Bag but Don't Pack that Chute Yet (Cont.)

"The best part would be the excitement of bringing a team together to take part in the event, all while



learning new tricks & tips during race preparations and during the race." Says Howard. "I had a great crew, and several members who

are no stranger to the RNYC racing, each whom I've learned lots on racing from, as well as to learn my boats potential." But skipper Howard also adds a challenge to those who are considering a go of it next year. "Get out there and try it as well, it's such a great way to learn of your boats setup & potential. This event has the potential to lure in many from all around. What an excellent opportunity to meet other fellow sailors and friends, while out playing on the bay."

A big smile is also firmly planted on the faces of the Shalloway crew after yet another big win. A crew that continues to impress and a boat that just won't quit. Skipper Justin Ladha says the secret behind the annual wins and podium finishes really isn't a secret at

all. "We have a great crew. Many of us have been racing various types of boats together for



over 20 years. Everyone knows each other very well and we have a lot of fun sailing together." Skipper Ladha says it's a family affair, and a relationship with a boat they know inside out that keeps them in a dominating role. "We've been extremely lucky to have been able to race Shalloway with our family and close friends over the past 19 years we've had the (C&C)44. Many of us started together on the prior Shalloway (C&C

38). The 44 is a great boat, but it is the people that make it such a good time.

Pulling off race week isn't just a sailors effort, its the behind the scenes work that goes into this week year after year that makes it such a success. From kitchen staff, to ticket sales, administration and sponsorship, the job is no small task. "As a week long event it takes it's toll on our resources both on and off the water, and I'm sure there are plenty of aching bodies this week to prove it!" Commodore Donna Marie Humphreys had the pleasure this year of not only racing but also experiencing the back end of facilitation. "It's a wonderful team effort that goes into making race week such a huge success every year and so much fun for all. Everyone has a key role to play and you have outdone yourselves again this year - hats off to you all. A big thank-you from the RNYC Executive and all the race participants! And of

course I'd be remiss if I didn't mention the sailors, thank you all for rounding up the crews, gearing up the boats and taking part."



And so, the results are in and sipping from the BMW St. Johns Race Week Trophy Cup in Division 1 was "Shalloway" and her longtime crew. Division 2 champions "Asylum" hoisted their trophy high enjoying the fruits of their labour and in White Sail, first time champions and new racers "Dora Mar" netting bullets in every single race are the crew to watch.

As for that old salty sailors quote about going nowhere fast while getting wet, well perhaps its author should try racing instead. Maybe they could even find a position in the pit where they say its a little dryer. We leave this 2014 BMW St. John's Race Week with more bruises on our bodies than when we began and more fond memories to carry us over. Until we do it all again next year, sail fast.



# RNYC SAILING SCHOOL

The 2014 sailing school has taken considerable strides to develop the love of sailing at all ends of the dinghy sailing spectrum.

The support and infrastructure developed this summer has enabled us to accomplish a wide variety of youth sailing opportunities including the 5-8 year old "Wetfeet" program, the performance training nights for single and double-handed dinghies, as well as the involvement and participation of university sailors in the shoulder seasons. We've also been involved with events like the Easter Seals regatta, performance dinghy clinics, and we're looking forward the highly anticipated fall sailing, and year-end banquet

This direction has been motivated by the CanSail curriculum that promotes nutrition, athleticism, and life long sailing. Our newest sailing school feature assigns usernames and passwords to all participants to track their progress online. Usernames can be received by contacting the school, and progress can be accessed all the way back to the first day of sailing on [www.cansail.checklick.com](http://www.cansail.checklick.com).

The RNYC Sailing School would like to thank all who have contributed throughout the summer including (but not limited to) our junior sailors & families, the RNYC executive & general membership, SailNL, and our 2014 coaching staff. Thanks! And please feel free to get in contact with us over the winter at [juniorsailing@rnyc.nf.ca](mailto:juniorsailing@rnyc.nf.ca). - We're looking forward to seeing you all next summer!



## St. John's Port Authority Race





# HAUL-OUT GUIDELINES

Kris Drodge

Well, it's that time of year again. When we start thinking about bringing our boats out of the water, wondering what jobs are to be planned for the winter season, and deciding on how soon in the spring you would like to have your boat launched.

The relentless work by the yard team of Steve and Corey have, over the years, made the haul out very effective. However, it is often left to spur of the moment, day-to-day planning due to a lack of member planning and the assumption that everything can be dropped to accommodate their boats. To see the final results, year after year, I find it amazing that it all gets done so effectively.

Over the years we have tried numerous attempts at the haul-out planning and how we can better organize ourselves and our property for the multitude of boats that we have in our club. The ultimate finding: the most effective tool we have is our yard team. Communication with Steve, Corey and James is essential. Those who show up one morning and want their boat out that day often sidetrack other plans and effectively cost the club and other members inconveniences.

We will be using the reservation binder that is found in the clubhouse, so members can reserve their time on specific day and time. Those who avail of this system will be given the priority on the day of the reservation, no exceptions.

At the end of the day, we all want our boats out in the safest and most effective manner possible. In order to do this the following points are essential to remember:

- If you intend on staying out until late spring, early summer, please have your boat out earlier than others. Launch period is hectic enough without having to move a members boat 2 or 3 times. If you have special requests, please make them known well before the day you intend on bringing your boat out. The club manager can relay these messages to the yard team if you're not physically at the club.
- If you own a sailboat, have the mast ready to remove beforehand. Pulling up to have your mast lifted out by the mast crane should only take an hour. Everything should be loosened, removed and ready to go.
- Have lines ready for the travel lift dock. Fenders and boat hooks as well.
- If you intend on doing engine maintenance before haul-out, please do this at your berth, not at the travel lift. This only delays the operation.
- Have your cradle or stands ready for use, including any wood dunnage you will need.
- DO NOT climb onboard the boat while it is suspended by the travel lift.
- While the travel lift is in motion, all personnel must be well clear of the load.
- Remove all equipment from the haul-out area when your boat has left. Mast's on the trolleys only delay others from removing theirs.
- Be considerate and accommodating. As mentioned before, unfortunately due to lack of member planning, most of the arrangements are made the day before or the day of. The yard team have to organize this on the fly. Giving them the support they need goes a long way.
- If you're up at the club during this period, please either leave the keys to your car with the club or in the car. Delays because of an inability to move the travel lift is extremely frustrating. If you have family, friends or business that are visiting, remind them of these requirements.

Remember, the best way to accomplish a successful haul out is the communication between yourselves and the yard team who will do the work and planning involved. The logistics behind storage management, labour and time is considerable and often more than we are led to believe. The cooperation of all members during this time is essential and appreciated by all.

Enjoy the remainder of the boating year and lets all plan to make this a successful haul out period.

# A PERSONAL OBSERVATION OF A GREAT WAY TO SPEND A WEEKEND.

Al asdair Black

In the hot summer of 2010 I bought my current boat Serenité X a 1976 vintage C&C 38 Mk 1 and sailed it home from Lake Champlain 100 nm south of Montreal. I entered St. John's harbour for the first time in the new boat the weekend of the Port Authority Race. I had not been back until this year, but this time I came with a keel that was firmly attached to the boat and a mast secured with new rod rigging. No one could call Serenité X a fast boat with her current equipment including a fixed propeller that could easily grace a large ocean liner. Still, the taking part is the important thing. We set off on the Friday, the day before the harbour race with low overcast cloud but a good



enough WSW wind pushing us along to Cape St Francis and the Brandies. Our crew of four included Ted Laurentius owner of Serenité's sister boat Panache (only a few hull numbers apart) and Rear Commodore Derek Stapleton rescued from the dark side and returned temporarily to the sail boat fraternity, and a new acquaintance John Bell. Taking Derek back to his sailing roots was fair game as both Ted and I were similarly tainted last year when all three of us delivered a Carver 42 powerboat to St John's from Quebec.

As we approached The Cape on Serenité X we discovered as did several others making the same journey that day, that the wind was much fresher and reefing was the order of the day. With two reefs in the main, our rather too large (but one and only) # 2 jib was rolled up first a good bit, then a good bit more! As the wind was not much under 30 kts at this point we congratulated ourselves on our prudence and happily took the gusts on the

chin with the boat behaving quite well. The designers really knew what they were doing when they built arguably one of the best of the C&C boats the 38. Clipping along between 7 & 8 kts we anticipated a short trip until we were about 7nm north of the narrows. I had confidently (some folk never learn) predicted an arrival time and asked my wife Alison just home from working in Bermuda to take some photos from Signal Hill of our arrival. The wind thought otherwise and started having some fun with us, hard wind shifts veering around 30 degrees had Ted who was at the wheel at that point working hard to make our objective. We had mostly been on a starboard tack but were losing ground and going to Cape Spear instead of St John's. That is when a block I was sitting on decided to blow up. Having sorted that one out and on the verge of a tack the port side cap shroud decided to become disconnected. Fortunately it was noticed (thank you Ted) and screwed back in without further incident or loss of the mast. The pins had not been put in (my fault) as I was not finished tuning the rigging. With all this going on we were suddenly not alone and Shalloway was bearing down on us fast leading a good few boats from the club with the same destination.



Shalloway made a fine entrance tacking into the harbour we gave up and motored in to look for a spot to tie up. Once tied up next to the two boats that made it first from competing in the race from Halifax to St Pierre, and then on to St. John's; Bella J and Nomad who were in turn rafted on to that once common sight of St. John's harbour the Scademia. The number of sailboats continued to increase as Robert Decker with Deja vu came in with a damaged main from their rounding of the cape. Others included Ingomar, Evolution, Dora Mar, High Energy, and from TNYC in Hollywood Chummy Jigger. Ten boats in all





**A personal observation of a great way to spend a weekend. (Cont.)**

joined the three races in the Harbour on the next day. The fleet start made a fine show and sail power once again took over in the harbour before returning to tie up for the



night and enjoy the very lively reception at the Keg restaurant. The representative from the Port Authority seemed to be very happy with the turn out of

boats and the opportunity to connect with the community. I am sure there will be many photos taken by visitors and residents of the day.

The return race back to RNYC was under much more moderate winds although rounding the cape a few boats seemed over-canvassed for a while as the faster boats stretched their legs and disappeared. The gamble of the less predictable winds nearer the shore did not pay off for us and our wonderful 6th overall result from Saturday seemed like heady success on Sunday as our return was the most leisurely. We could argue that it was such a nice day it was a shame to shorten it by going too fast, one of the conundrums of sailing. Funny how many of us spend more and more money trying to go faster and actually reduce our time on the water.



It sure was a fun weekend and it looked like everyone had a really great time. Many of us live in St. John's so it is nice to sail in our home town and through the iconic narrows as so many have in the past. It is a great event for all levels of expertise and equipment. The party in the Keg was a good example of the fun one can have within our little sailing community.

An adventure in a weekend.





# EXIT REALTY POKER RUN





# MEMBERSHIP CATEGORIES - WHAT DO YOU THINK?

**Derek Stapleton**

The heart and soul of our club is its membership. We who pay the membership and assorted user fees are the very essence of our Club's viability and, yes, its ultimate survival. We are a club and while turning a profit is not a priority, keeping the bills paid and the doors open remain the priority of the serving executive and staff. Just like in our personal lives, costs increase and infra-structure wears out and has to be repaired/replaced. Just a couple of years ago we recognized the necessity to replace our south wharf. The new wharf is there today as a direct result of a significant financial commitment on the part of all members. The reality is that we are paying membership fees double that of three years ago, but there are likely very few among us that would deny the investment was necessary for the long term survival of the RNYC. We have pride in our club and we use our club, although most of us do wish for a longer boating season. The important thing is that we get full enjoyment for the money we spend to keep it all going.

At the present time we have somewhere between 150 to 160 Full Boating members. There are a number of Senior, Lifetime, Social, Corporate and Dingy members. All contribute in one way or another to the bottom line and, thereby, keep the doors open. Recognizing these contributions, I am going to suggest that there is a way to grow our paying membership numbers without increasing our berth allocations (not really viable at this time). It was said to me once that the general make-up of the club has been "one boat/one member". No doubt this seems to have worked for us over the years, or has it? The result seems to have been a clear lack of funds for capital expenditures on infrastructure and upgrading existing facilities. We really do need more members to help offset future capital expenditures and improvements that are surely looming.

Potential new members are out there and they just have to be shown a way to enter our ranks. There are those individuals who use our club on a

regular basis in the absence of a membership, and while I am not suggesting that this is totally inappropriate; would it not be nice to bring these individuals into a membership category in keeping with their use of our club and its facilities? Who are these people? Well, they can be any number of individuals. Our current Full Boating membership category includes children up to 21 years and living at home with their parents. What happens after that? Certainly some just fade away from the club. Those that do stick around are certainly welcome, as many have literally grown up around the RNYC. I'm certain most would love to become members in their own right and contribute to the Club's well being and survival. They are now adults and would like to attend meetings and offer their opinions, or maybe even participate on the executive. At 21 years and just starting out in life, the prospect of paying for a Full Boating membership, especially when they don't even own their own boat yet, is financially restrictive and seemingly unnecessary. Someone once suggested to me that they can become Social members. Well, I don't think any of these individuals would ever consider themselves Social members by virtue of their long boating history at RNYC. I believe there is a very good solution and I will come to that shortly.

Our boating community has always included many participants over and above the actual boat owners. Many of us have repeat guests numerous times, season after season. Those of us who love the racing game have long-standing valuable crew. They are the core of our racing team and return season after season. They use our facilities frequently during the boating season to the point that they, I would suggest, feel they almost belong. However, faced with the prospect of the cost of a Full Boating membership, and without their own boat, they leave well enough alone. This is understandable, but there is an alternative.

In consultation with fellow executive members, I took it upon myself to investigate how other clubs handle membership categories with a particular interest in how these clubs bring some of those I have previously discussed into an appropriate and affordable membership category. The result was interesting to say the least, but not surprising as I have been a member of two large yacht clubs over the years. I surveyed membership categories at clubs such as the Royal Nova

**Membership Categories (Cont.)** Scotia, the Royal St. Lawrence, the Britannia Yacht Club (Ottawa), Port Credit, the Royal Canadian and the Royal Vancouver to mention some of the larger ones. While there are certainly many local nuances that are way too numerous to mention; the common thread seems to be membership categories that include a much broader user base. Most, if not all yacht clubs have a membership category that is often called "Full or Family". This category usually includes children up to 21 yrs while still attending school and living at home. We mirror this, for the most part, with our Full Boating Membership. It's at that point things change a bit!

At many yacht clubs there seems to be a transitional or entry membership level, and age seems to be the determining factor. Often clubs offer a membership category that might be called "intermediate". This intermediate category usually carries with it full membership privileges. They become members with all voting and participation rights with significantly less membership fees. Any fee structure would have to be closely examined but making it attractive for new members to become involved should be a priority. Some clubs have more than one intermediate level dependent upon the age group (i.e. 21 yrs to 25 yrs and 26 yrs to 31 yrs and so on). Some clubs have an age cap at which time Full membership is required. This category(s) provides a place for all those who use our Club to hang their hats and all the while becoming fully integrated into the club. When Intermediate members acquire a boat and wish a slip, then there is usually a requirement to take out a Full Boating membership or the equivalent. The result would seem to be, in my opinion, more inclusive for those who avail of some facilities without taking out a membership of their own. This potential new membership category(s) would enable them to utilize "all" club facilities (restaurant, pool, boat launch, etc.) at any time as well as attend meetings, vote and serve on the executive and various committees.

There are other potential membership categories. Those who enrol in our learn to sail programs (both children and adults) and their families use our facilities so to speak. Could we not consider some type of temporary membership category for the duration of their course(s), or even the whole season, for a

nominal fee? This would hopefully introduce these individuals to the benefits of taking out a full time membership in the club.

At the present time at the RNYC there is only a requirement to take out a Full Boating membership when a boat is acquired and a slip is requested. Beyond that requirement and understandably so, why would one take out a Full Boating membership? So if you really don't fall within one of the existing membership categories and use the club on a more or less regular basis during the boating season, where do you fit? I would suggest that the "intermediate" membership approach is the perfect fit. Everybody would be a winner. A whole new generation of boaters would have an affordable opportunity to get involved, and the club would derive revenue from those who now use the facilities and fly under the radar so to speak. The long term result would be a broader membership base. The key is to make it affordable and they will come, and become involved.

I would welcome any and all comments from our membership. I would also welcome comments from those who may fall under this potential new membership category and have had the opportunity to read this Spindrift article. At this time, I am considering introducing the concept at our upcoming Fall General Meeting for additional input and discussion. I see this as a viable means to grow the RNYC's membership base and broaden our demographics.

What do you think?







## Kids Fun Day 2014

So if you didn't make it out to our annual Kids Fun Day this year, you missed the wildest time!! Many exotic animals came to visit us at the club and we all got the chance to get up close and personal with them. We even convinced our very own Muriel to join in the fun and get up close with 'Marshmallow' the reticulating python!! It took some prompting, but what a brave lady she proved to be.

An incredible afternoon of sunshine, swimming, bouncy castle and BBQ made for one of the best days of summer. If you were there, please visit the photo section of our new RNYC website and look at the shots we captured!! You may even find yourself in some of the pictures there.

A wonderful time was had by all!



# Boat Winterizing: 10 Tips to Help Your Boat Make it Through the Winter

Thanks to Markel Corp. for these Tips

Boat winterizing is never fun. It usually means that summer is on its way out of town and taking your fun on the water with it. The only thing that would be worse would be getting to next spring and finding out that your boat winterization efforts weren't properly executed and your fun on the water will continue its hiatus until your boat is fixed.

But, don't worry! Boat winterizing isn't difficult if you approach it with a plan. Really, there are two options when it comes time to winterize your boat.

1. Pack up the kids and the dog, sell the house and start heading down to the Caribbean or
2. Start planning for haul-out.

While option number one probably seems more romantic, the second is far more realistic...so let's focus on that one. What follows are ten key elements to help keep your vessel safe through the cold weather.

## Boat Winterizing Step One: One last trip

Before anything else, you need to take your boat out for (at least) one more trip. This time, though, instead of gawking at the flora and fauna, gawk at your boat. Make notes about the things you want



to repair, replace or modify - the outdated electronics, the stinky holding tank, the dirty carpets, the sticky winch and all those things that have caused you to say, "I ought to take care of that

someday." Once the list is complete, convert it into a schedule of projects to do this fall, this winter and next spring. See, you don't have to completely give up boating for the winter!

## Boat Winterizing Step Two: Unpacking

Remove as much gear from the boat as possible. Take home the pots, pans, dishes and cups and

run them through the dishwasher. Empty the icebox and take the food home or donate it to for the local food pantry. Wash the linens and blankets. Air out the cushions and pillows. Pull out your fire extinguishers so they can be inspected over the winter.



## Boat Winterizing Step Three: Cleaning

With all that gear out of the cabin, give her a good scrubbing from

front to back. Wipe out the lockers and drawers. Rub down the wood with lemon oil. Clean all those hairs out from behind the head. Scrub the carpets and send the curtains to the cleaners. Get down in the bilge and retrieve all those things you've dropped in there over the years. If you clean your bilge, do not pump any bilge water overboard if it has an oily sheen!

## Boat Winterizing Step Four: Air it Out

Once the boat is cleaned, remember to leave the interior doors and lockers open so air can circulate. You might want to put out some moisture and odor absorbers such as DampRid or ZoneDry just before you close up the boat.

## Boat Winterizing Step Five: On Deck

Pull out your anchor and rinse the mud off the chain and rode. Clean that black gunk out the scuppers and send a small child into the lazzerette with a scrub brush. Lay your sails and lines out on the lawn and wash them with warm soapy water. Make sure they are dry before you stow them for the winter. If your sails or canvas needs repair, now is the time to drop them at the sail loft. Cover up that hole on the back of your boom where the birds build their nest each spring.



## Boat Winterizing Step Six: Engine System

Winterizing your engine and systems comes next. Start by topping off your tanks (not more than 7/8 full to allow for expansion in the spring)



**Boat Winterizing (Cont.)** and stabilizing your fuel. Change your engine oil and replace all the filters. Check the coolant in closed cooling systems for the proper degree of protection. Check the hoses, belts and clamps. Make sure all your thru-hulls open and close, and then leave them open. Clean your strainers. Check with your local authorities about how to recycle your used oil, filters, used coolant and absorbent pads. Do not throw any of these items into the dumpsters!

### **Boat Winterizing Step Seven: Head to the...well...Head**

Flush your head with plenty of fresh water and pump out your holding tank. Run non-toxic antifreeze through the intake lines (don't just dump it down the bowl), the y-valve, macerator and discharge hose.

### **Boat Winterizing Step Eight: Water Tanks**

Completely drain your fresh water tanks and water heater (turn it off first). You can add non-toxic antifreeze directly to your water tank and pump it directly through your hot and cold plumbing (don't forget about the shower on the transom). But to save time and antifreeze, consider installing a siphon hose fitting just before your water pump and a water heater bypass loop.



### **Boat Winterizing Step Nine: Anti-Freeze**

Don't forget to run non-toxic anti-freeze through ice makers, air conditioning pumps, sump pumps, fish wells and bilge pumps.

### **Boat Winterizing Step Ten: After Hauling**

Once your boat has been hauled, you'll want to fog the cylinders on gasoline engines and flush the engine's raw water cooling system with non-toxic antifreeze (if you don't have a closed cooling system, you may need to drain the engine block first).



Open all thru-hulls, check your shaft, strut, cutlass bearing, props, intake screens and anodes. Check the hull for blisters. Change the gear lube in lower units. Clean and

disconnect the batteries. Some boat owners remove the batteries so they can charge them at home over the winter. Others make sure the batteries are fully charged before haul-out and leave them in the boat. Wash the deck and hull. Cover the exhaust and any holes to keep critters from getting in your boat.

### **Boat Storage Tips**

Once you are done winterizing your boat, it's time to consider how you store your boat. There are a few keys to remember and ten "must-dos" at the end.

Covering your boat to keep the snow off is a good idea and there are just as many ways to do this as there are boat owners. Some use wood frames and plastic tarps, others build PVC fortresses with fancy canvas covers, many boat owners shrink wrap their boats and a few do nothing at all.



Each method has its advantage and disadvantage, but it all comes down to personal preference.

Check your owner's manuals for any special recommendations or winterizing procedures. And if you haven't done this before, seek out the help of an experience friend or hire a professional.

### **Ten Boat Storage "Must-Dos"**

1. Store boats stern down so rain and melting snow will drain out through the scuppers
2. Open all seacocks and drains to prevent damage from freezing
3. Use fuel stabilizing additives and follow proper procedures for winterizing engines and systems
4. Provide structural support under boat covers and tarps
5. Never tie off boat covers or tarps to boat stands
6. Trailer boat hulls should have some support so the weight is not all on the trailer tires
7. Remove electronics, food stuff, valuables, canvas, cushions and store at home
8. Put moisture absorbers in the cabin and lockers
9. Never use a portable heater or auto battery charger in bilge
10. If your boat is blocked, check stands and blocking periodically during storage

Now you know how to prepare your boat to survive the winter and be ready to go at the first sign of calm waters in the spring!



# 4TH ANNUAL Clean-up Day





# Another Beautiful Anchorage

Mark Wareham

Those of us fortunate enough to cruise in the province of Newfoundland & Labrador know its rugged coastline is pierced by numerous beautiful coves, quaint communities and snug harbours that beg to be explored. Each bay has its own unique and attractive spots guaranteed to leave lasting impressions; ones that can be revisited time and time again during those cold winter nights when we begin to wonder if summer will ever come again. After the winter we just experienced those mental images were just what was needed to remind us that, yes, we do get summer and yes, it will eventually get warm enough to go cruising again.

This past winter, one of the memories that came to mind most often was of a little cove in Bonavista Bay described to us by a cruising friend from TNYC. We were told about it during the winter of 2012 when a bunch of us cruising buddies got together for a winter 'raft up' and to talk about boats again. He described an easy to miss, narrow, rocky entrance, leading to a small, nearly landlocked harbour ideally suited for a lunch hook. Having spent many summers in Bonavista Bay our interest was piqued by the thought of discovering yet another place to add to the long list of beautiful coves and harbours throughout the bay.

Among our favorite anchorages in Bonavista Bay is Smokey Hole or, as it's shown on the chart, Barrow Harbour; a beautiful harbour at the tip of the peninsula that forms the northeastern end of Newman Sound. Tucked away at the end of a small arm and surrounded by hills covered with dark evergreens and light green moss, it offers a snug little cove ideal for dropping the hook and spending a day or two. Whether we're spending a few weeks in Bonavista Bay or just passing through, we usually stop for at least one night in Smokey Hole. So, given that we've spent considerable time around that area, we were intrigued when told about a small cove on Richard's Island. In case you are not familiar with the region, Richard's Island is the island on your starboard side as you pass through the Arch Tickle heading north.

On the CHS chart #4855 (Bonavista Bay, Southern Portion) and CMap+ chartplotter the cove or perhaps a better description would be pond, looks too shallow to enter and no soundings are shown. However, thanks to our cruising buddy we were told the entrance is navigable and well worth the brief rise in blood pressure that often occurs when going through a tight channel for the first time. Local knowledge is always beneficial around the coast of Newfoundland & Labrador but trusting that local knowledge is often a gamble unless you're very confident in the source. I'd like to say we were 100% confident in the source but as we approached the entrance the 100% dropped to more like 50% (sorry Dean). We were



Cabin on Richard's Island

reminded of the saying, "Experience is the thing you get right after you need it." However, if we were to ever explore the little cove, this was the ideal time - a beautiful sunny day, not a cloud in the sky and nary a drop of wind - it couldn't get any better. There were two boats in company that day, Argonauta and Ingomar, and between us we decided we would attempt the entrance with Argonauta leading the way and sniffin' for rocks.

**Another Beautiful Anchorage (Cont.)** All boats are compromises, some are good sailors but lack many of the amenities for cruising; others like Argonauta sacrifice sailing performance for many of those amenities. It's often been said that the Morgan Outisland goes to windward like a puff of smoke and while that is a little bit of an exaggeration, it's not too far from the truth. However, in an effort to pretend that doesn't bother us we often repeat the quote, "Gentlemen don't go to windward". I mentioned boats being trade-offs, well, with Argonauta we've traded sailing performance for space and more importantly in instances like this, draft. Argonauta has a full keel with encapsulated ballast and only 4'-2" of draft – a rarity on a 41' sailboat. However, when you enjoy spending your time gunkholing and poking into little coves, 4'-2" of draft and a full keel helps to ease the mind somewhat.



Ingomar entering the channel

We approached the narrow entrance slowly with Ingomar hanging back far enough to permit us to stop or back out if we ran into trouble. It was about half tide and on the way up so if we did run aground, the rising tide should float us off. With a careful eye on the sounder and the chief mate on the bow calling back directions, we carefully picked our way through the entrance with no difficulty at all. The clarity of the water in the bright sunlight made every rock clearly visible and as we proceeded down the center of the channel, we never saw less than 9' on the sounder.

The lagoon itself is perfectly sheltered with evergreen trees lining the hills and a little beach in the western corner above which was a cabin belonging to a family from nearby Happy Adventure. The cabin is built in the form of a lighthouse and it did nothing to diminish from the attractiveness of the cove. There is a second entrance at the eastern end that, while appearing similar on the chart, is strewn with rocks and unnavigable for even a dinghy.



The Arch

Once past the entrance favour the starboard side as there is a shoal to port. The center of the cove showed a sandy and rocky bottom with about 7' to 9' feet of water and enough room for one or two boats to anchor if tied off to shore to prevent swinging.

In some places it was a little deeper with one area in the middle showing nearly 28'. Anchoring for



**Another Beautiful Anchorage (Cont.)**the night would be possible but should the wind come up from the southwest the fetch outside the entrance would be enough to make getting out a challenge. After poking around for a while, we decided to continue on to our intended anchorage for the night, Smokey Hole.

Smokey Hole can be entered in one of two ways, from the east by Little Denier Island or through the Arch Tickle. The Arch Tickle is one of many natural sea arches around the island and like all of them is a sight to behold. If you've never gone through the tickle, it may look intimidating at first but if you approach from the south and keep slightly to starboard the depth will not drop below 18'. After passing through the Arch Tickle we paused to enjoy the view of the arches. There are actually two arches; the larger one closest to the tickle and a second smaller one just to the west. You can't always see the smaller arch but we were fortunate enough to pass along before the tide rose enough to sink the smaller one.

After dropping anchor in Smokey Hole, rafting up and securing the two boats with a shore line, we jumped aboard the dinghy to explore another spot described to us by the same cruising friend. He called it the Cathedral but we renamed it 'the grotto' as it sounded more fitting. Given the good advice we received regarding the other little lagoon, we didn't expect the grotto to disappoint.



On our way we took the opportunity to poke around the arches and get some beautiful pictures. Again we were fortunate, the tide had risen and we were able to go through the arch in the dinghy, something we'd never done before. The bright sunlight and clarity of the water made it easy to appreciate the variety of colors sparkling just beneath the surface. Sea anemones, sea urchins and the pink coral like growth made us feel like we were in the tropics, not the  
*Looking out from the Grotto*  
northwestern Atlantic.

The grotto is only about a cable past the arch but it took a few minutes of poking around to find it. As we approached the imposing cliffs, a cut appeared in the rocks and there, squeezed between two nearly vertical, 100' high cliff faces was the grotto. Although there was no 'roof', it appeared to be a sea cave because of the dark shadows cast by the high walls. It looked a little intimidating at first but once we neared the entrance and our eyes adjusted to the low light we could see inside with no difficulty at all.

After passing through the entrance, there are a couple of little channels that, if you're careful and tilt your outboard to the shallow draft position, you can motor around; all the while surrounded by sheer rock faces that appear even more majestic when in amongst them. The water was deep in places but in the shallow parts we could see all sorts of sea life. There was even a small eel winding through the broad leaves of kelp that waved with the current. Carefully motoring about, we explored as far as we could before heading back to the boat and the end of another unforgettable day cruising in Newfoundland & Labrador.

We had found another beautiful place to add to the growing list of destinations that form the memories we use to help get through the long cold winter. No matter how long you've been boating, it is always easy to find new and exciting places to explore when cruising the coasts and bays of Newfoundland & Labrador; all you have to do is untie the lines and go.

There's more that could be said but to quote Hugh Hefner, "*What happens in the grotto...stays in the grotto!*"



# RNYC SAIL-PAST





# THE CLUB GARDENS, AN OPEN INVITATION

ALASDAIR BLACK

July has been fabulous, great for everything outdoors. Gardening time can be a chore to many of us, something to get out the way so that



we can go sailing. Others get great pleasure out of spending time helping things grow and bringing a splash of colour to our environment.

The club flower beds offer an opportunity to bring the two closer together. I am writing after spending an afternoon tidying up the flower beds at the club entrance. Some of the earlier years plantings were starting to take over and cover up or club entrance sign, it was time to thin out and redistribute. I snapped a few photos of the flower beds around the clubhouse which clearly show the years of work done by the members over the years, notably Dr Lahda, and all the clean up day volunteers. It is something that anyone interested can do, and do at any time, no invite required. If you enjoy a spot of gardening or have some plants to share from your garden then, just do it!



As the pictures show some flower beds need more work than others. Recent planting has concentrated on things which once planted and established keep going year after year, this was a deliberate policy to save club funds on expensive annuals that look great for a few weeks and then need replacing. The



early part of the year looks great when all the bulbs come up, later in the year the flower beds can get a bit tired especially as the weeds come up.



A little bit of work on a regular basis, even just watering the plants really helps. So don't wait for an invitation if gardening is your thing. Here is a tip for the folks who do not know the difference between a weed and a plant. A weed is a plant in a place that you don't want it. So if you are a beginner, any "plants" you see on the brick walkways and not in a flower bed, take them out with impunity.

The last word is "have fun" this is your club and you can make it what you want it to be. Happy gardening.



*Relentless on Ice!"*



**Life Member - Ted Laurentius**

## Tales of Interesting Sailing Folk I Have Met

### Ted Laurentius

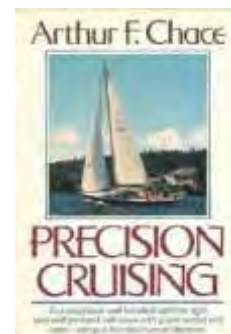
Living in St. John's offers a sailor a unique opportunity to meet some very interesting people. Over the decades I have been lucky enough to do just that and I would like to share some of these encounters with you. Some of the names you will not necessarily recognize, but perhaps what these folks are associated with will ring a bell.



It was a pleasant morning in the early 80's, when the new Newfoundland Hotel had just opened. A walk along the harbour front revealed a rather well travelled Ohlson 38 owned by an elderly couple from the US. I introduced myself and offered a ride to anywhere they might need to go. I had just completed my first transatlantic and had come to realize that when a yacht turns up in a foreign port there are always things that must be attended to. The owner was Arthur Chace and his wife Betsy. They immediately welcomed me aboard and lists were prepared. The first stop was Canadian Tire where Betsy bought their entire stock of Sterno fuel. They had a Sea Swing cooker that used the canned fuel. Arthur needed ice for his cooler and the closest place I could think of was the new hotel. Armed with 5 canvas sacks we walked into the lobby and took the elevator up to the 2<sup>nd</sup> floor. After we emptied the ice machine we ascended to the next floor and did the same. By the time we reached the 5<sup>th</sup> we had our bags full and beat a hasty retreat back to the boat without being arrested.



The next chore was provisions and Sobey's on Elizabeth Avenue east was the closest. Betsy filled 6 shopping carts and we loaded it all into my station wagon. Arthur was a writer and photographer and needed some high speed slide film. We found the ASA 400 film and I asked if it was not too grainy for good shots. I used ASA 64 on the water and found it gave nice bright shots. His reason was that he was heading north to take pictures of ice bergs and in low light and poor visibility the grainy pictures were better than not being able to shoot it at all. On the way back to the boat I asked him what he did in life. I was still young and fascinated how people could accumulate enough money to take off cruising for long periods. He said he was in textiles and then asked me if I had ever heard of Sampson Braid. What sailor has not used braided rope? Of course I had and then he explained that he had invented it. He went on to add that DuPont had bought his patent and kept him on and he had done rather well out of it all.



The experience was not the last and we parted friends. Eventually he returned to Newfoundland and it was great to see them both and help again. This time it was to repair a very old and ailing engine. I even bought his book, Precision Cruising, in which he told of the techniques he had perfected over many years of cruising.

Another memorable experience was in 1987. A 40 foot racing catamaran called Sebago, yes, the shoe people, limped into the harbour with a broken head stay. The crew were 2 ladies who were competing in the double handed race from England to Newport. The skipper was Laurel Holland, ex-wife of the New Zealand yacht designer, Ron Holland. The crew was Joan Green, the wife of US boat builder and ocean racer, Walter Green. Walter had built a number of famous multi hulls for record breaking circumnavigators and who had just finished the same race with Englishman Tony Bullimore (more about him later) on Apricot. He had done no less than 17 transatlantics including a capsized on an ocean racing cat, but never cruised a day in his life. There were some fascinating discussions over a few dinners.

When I arrived at the dock Walter was there talking to Laurel so I introduced myself to Joan and offered assistance. To make a very long story short, they all ended back at my house. They hauled bags of wet



**Tales of Interesting Sailing Folk I Have Met (Cont.)** laundry back and then Walter got on with the job of fixing the broken head stay. Another sailing friend and one who has helped countless foreign sailors, Jim Winter, organized the bits he needed and in a couple of days he was on his way back to Boston on his own. He invited me to go along, but I have to say, it was not the way I wanted to travel. The boat had the amenities of the trunk of a VW Beetle. His idea of a meal was that if you could not find it, cook it, and eat it in 5 minutes, it was not worth the bother. He made it to Boston in 4 days including a day becalmed off Halifax. It would have been adventure, but not necessarily for me.

The story does not end there. I kept in touch with Laurel and 5 years later when I sailed to England again, this time with Karen, we visited Laurel in Lymington. She was just beginning to date another yacht designer but would not tell us who. In subsequent letters we found out it was David Allen-Williams who had sailed with Sir Peter Blake in several Whitbread races. He was also a co-designer of the New Zealand Black Magic that won the America's cup in 1996. To our surprise we got a phone call after the Cup victory from San Diego and Laurel and David were going to be in St. John's on their way home to the UK. It turned out that David was to be the skipper of the Matthew and wanted to see Bonavista from the shore before he sailed into the harbour the following year. It was a great visit and the next year Laurel came over early and stayed with us before we all headed to Bonavista to be part of the welcoming party when the Matthew sailed in to the harbour on June 23 to meet the Queen. Anyone who was there will remember the day.



The following year the Matthew returned on its way back to England and again Laurel and David were our guests. The boat had to be hauled to fix a bit of the keel that was damaged in the St. Lawrence and when it went out for a sea trial I was invited. The boat was sure different to sail and steer with the steering stick and rolled like a bathtub. David invited me to sail back to Bristol with him, but again, I felt this was not the way I relished crossing the Atlantic again.

A follow up story to meeting Walter Green was the next year after meeting him a racing catamaran, Spirit of Apricot, sailed into the harbour skippered by Tony Bullimore. Any serious sailor that has followed ocean racing over the years will have heard of this tough Englishman. He spent 4 days in an inverted monohull in the southern ocean when his keel fell off and was rescued by the Australian navy close to Antarctica. But that's another story. This time he had hit something live on the Grand Banks and ruptured the centerboard trunk and was taking on water. I saw him come in and went to the dock to see what was going on. When I introduced myself as a friend of Water Green I was immediately invited aboard. The boat was taking on water and needed immediate repairs. We took off to get some pumps and to get materials to fix the boat. By the time we got back with the pumps a boom truck had come along and lifted the inside hull out of the water which also brought the centerboard trunk into the dry. We headed off for fibreglass repair materials, again to Canadian Tire. On the way back Tony began to roar with laughter. He finally explained what had struck him so funny. He said that here he was on a million dollar boat built with the latest exotic carbon fibre compounds and he was going to fix it with \$20 worth of stuff from Canadian Tire in St. John's. I must admit, it did sound rather funny at the time.



We did get him all patched up and under way again in a few days. He had been racing in the Quebec-St. Malo Race when he retired so going back into race was out of the question. Just so it would not be a wasted trip we arranged with the Guinness Record folks to document his voyage. As he passed out through the narrows the clock started and when he crossed a transit line of the famous Fastnet Lighthouse it stopped. He now has the world record for a passage from here to there. CBC's Morning Show host, Peter Miller, called him each day as Tony reported his progress. I taped these interviews and sent the cassette to Tony that year as a Xmas present.

There you have but a few of the yarns I can spin. Maybe sometime later I will spin a few more.

# NEW WEB SITE FOR THE RNYC

Ken Corbett

Well hopefully by now everyone has had an opportunity to take a look at the RNYC's new Website. Designed and developed by Triware Technologies with input and guidance from a committee of RNYC members we feel the new site is a great leap forward from the old site that served us well for many years.

While the layout and look of the site is brand new, it does contain much of the information that was on the old site. What is different are all the new features we have added and of great importance, the site is much easier to maintain.

Let us take a look at some of the new features the site offers in case you have not found them yet.

## EVENT CALENDAR

On the home page the month's calendar appears. Click on any of the coloured dots and the event taking place on that date will be highlighted. Different colours denote different events, e.g. Blue are Racing Events, Red are Social events etc.) A short description of the event is shown and you can request more details and another screen will appear with all the details. The big new feature is that if this is an event that requires you to pre-register you can do so on-line.



You will be presented with a registration form. Primarily it will ask your name and how many tickets you want to reserve. It may ask you for the names of your guests so they can be included on the table cards. If you are going with another group who are reserving their own seats but you want to sit with them, you can give their names. Where there is a choice of food, (e.g. lobster, steak etc.) you can identify for each of your guest what they want. More features may be added to make this a complete reservation package. When you have confirmed your reservation, you will

receive an email in confirmation.

Reservations for an event will normally open 2 - 3 weeks before the event date.

## CLASSIFIEDS

The ability now exists for users to enter their own Classified Adverts such as Boat For Sale. If you click on the Classifieds Tab in the menu, you will next be asked if you want to add, edit or view an advert. You can place an ad to buy or sell a boat, to look for crew or for crew to look for a boat. If you want to place an ad, you will be asked what category it is and then taken to a page where you can add details about the boat and how you can be contacted. You can either add the details about the boat in



the space provided or you can refer to the attachment and/or photos you will add on the next page. Ensure you complete the Captcha (to minimize spamming) and hit continue. On the next page you can add attachments that may be photos (.jpg files) or document with description and photos (.pdf File). You can attach up to four files chosen from files on your computer. If you have no attachments hit, Place Ad Without Files otherwise hit Upload Files. You will then see a page telling you that the ad has been submitted but must be reviewed before posting (another Spam prevention). When your ad has been approved you will receive an email informing you and providing a code number that you must use if you want to edit the file at a later date

## MEMBER'S FORUM.

Another new feature found in the Member's Area is the Member's Forum. This is a place where members can discuss matters of mutual interest. If you select the Member Forum Tab you will see the First page of the forum and the first discussion on the forum should be "How to Use This Forum". If you click on this you will receive full instructions on how to originate and post matters on the forum.

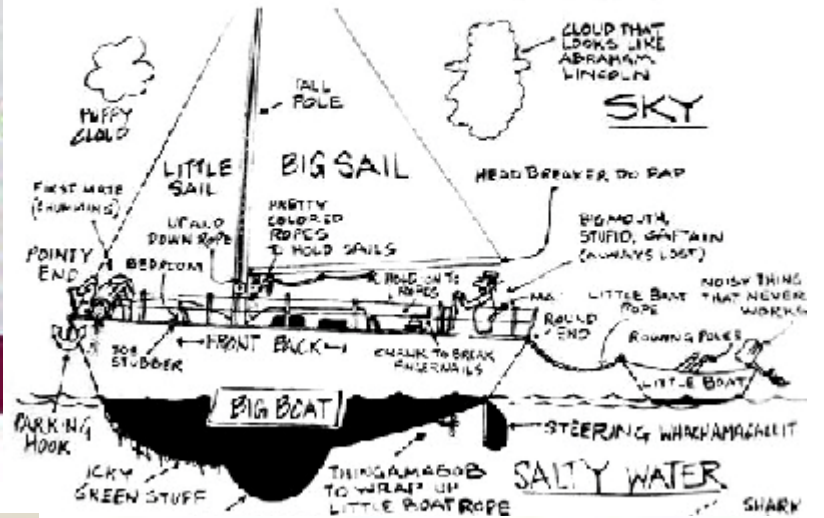
More information in the next issue or go to the FAQ's on the website



TIME FOR A LAUGH

# BOAT STUFF

(LANDLUBBER'S GLOSSARY OF NAUTICAL TERMS)



Courtesy of [www.americanboating.org](http://www.americanboating.org)

"How sweet, he's smiling. He must be dreaming about me."



"It's come to my attention that one of you got behind on your work because of looking at boats on the Internet."



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

# ROYAL NEWFOUNDLAND YACHT CLUB INFORMATION

## 2014 RNYC CLUB EXECUTIVE

### FLAG OFFICERS

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### EXECUTIVE

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Robert Decker	Sailing School	<a href="mailto:robertdecker@exitrealtynl.com">robertdecker@exitrealtynl.com</a>
Joe Browne	Power Boat Events	<a href="mailto:joeb@bellaliant.net">joeb@bellaliant.net</a>
Michael Ladha	Race Committee	<a href="mailto:mladha@curtisdawe.com">mladha@curtisdawe.com</a>
Dave Humphries	Social Events	<a href="mailto:dhumphries@nf.sympatico.ca">dhumphries@nf.sympatico.ca</a>
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### 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](mailto:kcorbett@nf.sympatico.ca) or the RNYC Office [manager@rnyc.nf.ca](mailto:manager@rnyc.nf.ca)

Spindrift is the official newsletter of the Royal Newfoundland Yacht Club and is published 3 times/year

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