

SEASONS Greetings



Volume 10 Issue 3

Official Newsletter of the Royal Newfoundland Yacht Club

The Spindrift News

December 2014



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UPCOMING EVENTS

The Events Calander for 2015 should be available in early 2015 with all the dates for RNYC events throughout the year. Please make every effort to maximize your membership in the RNYC by participating in and attending as many events as possible,

Your main source of information for events will be the website and Facebook plus you will get emails reminding you of upcoming events and activities.

In 2015 we hope members will take advantage of the ability to register for Social events on-line. This ensures you get positive acknowledgement of your reservation and reduces the staff time in taking reservations over the phone.

As usual the first event of 2015 will be the Annual General Meeting to be held in March.

April will see the "Almost Famous" Fish and Chips on Good Friday followed by the Easter Dinner on Easter Sunday. The Restaurant and Bar will open on a limited basis.

And then the real fun starts with the Boat Launch commencing on May 1, 2015 - Be sure you are ready to go when scheduled.



FROM THE EDITOR'S DESK



Many thanks to the Executive and Membership of the RNYC for placing my name on the RNYC Honour Roll. I have enjoyed the privilege of being a member of the RNYC since 1995 and serving the club on and off the Executive for a number of those years. I have been Webmaster for the last 5 - 6 years and Editor of the Spindrift for 4 years. Overseeing the construction of the Junior Sailing Building and the initial 100ft of the South Wharf were not without their challenges but the finished works were ultimately very rewarding to see. I have made many friends at the RNYC and enjoyed my days of racing and then just cruising. This past Summer seemed very different without a boat to sail. Thank you again for the honour.

I announced a while ago that my days as Webmaster were limited and apart from some support and training duties my responsibility for the site has now ended. I have given a great deal of thought about continuing with "Spindrift" and have decided to continue for another year. There will be changes in 2015. I am planning to publish one regular issue in April, a smaller (8 or 16 page issue) in July and a regular Fall issue in November. This will reduce the workload and hopefully move the dates for preparing articles to times when members are less busy. The Summer issue will be more oriented to ensuring everyone is informed about the Summer activities.

It is important I believe that in order for this club to continue to succeed that members become more involved with the activities around your club. One of the factors influencing my decision on Spindrift has been the increased number of articles submitted by members for this issue. Volunteer Clean-Up day has also been a great success with many members participating but we should be aiming for 100% participation. There are numerous functions around the club where members can assist such as with the website and Spindrift and others are identified in this issue.

On behalf of Gillian and myself, may I wish you all a Merry Christmas and a Wonderful Boating Year.

Ken Corbett

FROM THE MANAGER'S DESK



Season Greetings,

With 2014 coming to a close I would like firstly to wish one and all a wonderful holiday season and all the best that 2015 can offer up to you. 2014 was another amazing year here at the Royal Newfoundland Yacht Club. I thank our dedicated staff for all that they do during the year to keep the club up and running. Be it a feed of Fish and Chips in the dining room or the lifting out of your beloved boat, the staff are there to give you the best of the best. Many a visitor from far away have commented to me on what a wonderful staff we have and how lucky we are. Also it was a pleasure again to work for the executive of the RNYC this year. Their time, commitment and dedication ensures a promising future lays ahead for the club.

Our social calendar was quite successful for 2014 wrapping up with a sold out Children's Christmas Party on Sunday December 14. These events always provide a great chance for members to get out and enjoy the fun, food and good times! If you are not a regular to these events yet take the time in 2015 to give it a try. We are in the process of planning for the new season already and there promises to be lots of exciting events and activities for you to check out.

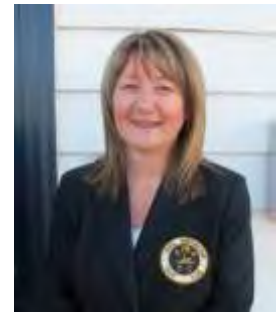
Merry Christmas and a wonderful New Year!

James Eastman

FROM THE COMMODORE'S DECK

From the Commodore's Desk (too cold to be on deck these days!)

Well it's that time of year when we are all busily trying to prepare for the coming holiday season. Anxiously trying to remember all the things that just have to be done before the jolly one arrives on Christmas morning. There just never seems to be enough hours in the day when trying to ensure that nothing gets missed. During this holiday season, take a moment to relax and enjoy the season and be sure to reach out to friends and family whether near or far.



As we are nearing the end of 2014, I would like to take this opportunity to say a very big thank-you to each and every one of our executive members Alasdair, Dave, Derek, Doreen, Dwanda, Eg, Joe, Ken, Kris, Leo, Michael, Peter, Robert, Rodney, Ted and Tess. You have all been a tremendous help and support during the year, and I could not have made it through without each and every one of you. You each bring unique talents and perspective to our executive team, and those strengths are what make our team such a successful combination.

I would like to say a sincere thank-you to Peter for his many years of dedication to our club and our executive. As he now officially enters retirement, we wish both he and Joy all the very best.

Thank-you, as well, to our very dedicated staff, both long standing and newcomers to the club. It never goes unnoticed how willing you are to go above and beyond in everything you do. Your support and willingness to ensure that every experience is a pleasant one, and every detail is taken care of is very much appreciated.

I can honestly say I have thoroughly enjoyed being the 51st Commodore of the Royal Newfoundland Yacht Club. Our club holds a very special place in my heart, and it has been a second home to me and our family since buying Dragonfly in June of 2005. I look forward to many more years of sailing and racing in Conception Bay and sharing many more happy times with all of you as well.

During this holiday season I send you and your family sincerest wishes for a very Merry Christmas and a happy healthy and prosperous New Year from my family to yours,

Donna Marie, Dave, Emma, Kira & Shadow



**A Year in the Life
of a Commodore
and Family**

2014 HAUL OUT

Kris Drodge

Thanks to everyone for a successful haul-out period!

The weather held up for a while but once the wind chill started freezing the water on our decks, we knew it was over.

This year we focused on efficiency of our resources, namely our yard team. We communicated to the membership that we would be hauling boats out during the weekdays only and the weekends will be left for rest and for boaters to attend the club and their boats without getting in the way of the travel lift, which was evident in the past years.



This new approach did not go without some feedback and we do appreciate the comments made and we need to know what we are doing right and where we can improve. Overall the comments were very positive and the results have certainly shown. It should be noted that we offered one weekend where we would haul boats out. We had 6 slots open and only 3 were used. During this time it was also noted that cars were in the way thereby causing delays.

The end result though - the yard is very organized and there were very few boats left to come out after the deadline of Nov 1st.

We do have a number of boats that have remained in the water this year so this has also helped. Those that stayed in certainly give us the additional space on land but we have to consider what would happen if all of the boats wished to come out. With boats getting larger at the Club, we are certainly trending towards full capacity of the lot, besides having available berths.



One important note to those that are visiting the Club over the winter – be mindful of boats that have their hulls close to the access points in the lots – usually they are identified by a suspended buoy weighted by chain, but sometimes they aren't. And in a bit of a twist – you cannot drive your car around the lower lot this year as we've put some boats in the way! Be careful of the ice on the ground and if you're climbing up on your boats, try to do it when someone else is around – always ensuring that you have secured your ladder to the boat!

Have a wonderful holiday season and I look forward to your boats going in next year!

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.**



 /NLDriveOn  @NLDriveOn

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New Sailing School Operations Team

Jay Parsons

For those of you who have yet to meet me, I'm Jay Parsons and am pleased to have recently been voted in as the 2015 RNYC Executive in charge of the Sailing School. As a sailing school alumna, club member, parent of a sailing school alumnus and now coach, I've been following the school's activities for many years. I have also met many parents and staff who continue to provide invaluable feedback on the school. The kids learn to sail and in doing so, also make life-long friendships, learn to take on responsibility and build their confidence. Our school provides a great program for new sailors young and old but also has tremendous potential to make more money for the club and expand the present and future population of sailors. In fact, many of our current members were sailing school kids and later returned with their own boats, including me :-)



Now that the winter is upon us, we have an opportunity to review where we are and get ourselves positioned for another year of sailing. Our sailing school is a business: it provides a service, has employees and assets, accepts payment and has expenses. Like all successful businesses of its size, the school needs a team to run it so that all responsibility doesn't fall on a few. The RNYC is a members' club and, as such, is largely dependent on its volunteers and this is equally true of the sailing school operations. For this reason I am currently building an "RNYC Sailing School Operations Team".

RNYC Sailing School Operation Team areas of responsibility include:

- 1) Fleet/Facility Maintenance and Replacement
- 2) Fundraising/Donations/Sponsors/Funding Proposals
- 3) HR/Contracts/ Insurances (trainers, coaches, equipment and facility)
- 4) Accounting/Business/Payroll
- 5) Health and Safety
- 6) Coach Training
- 7) Hosting Regattas such as the Grand Bank Cup with Saint Pierre
- 8) Travelling Sailing Teams Mentor and Organizer
- 9) Parent Committee Coordinator
- 10) Marketing and Communication

The added volunteers will augment existing RNYC and summer staff and will ensure that all areas of the school are functioning at their fullest potential. An immediate priority is to address *fleet development* and improve to its overall condition; as with all boats, the Sailing School's equipment needs new parts and general maintenance. The school also requires more boats so we can take on more registrations. There will be many other areas requiring attention soon but without the fleet, key aspects of the school's activities will be impacted.

As the Executive in charge of the Sailing School, I will oversee the school's overall operation and will also contribute with my own expertise in the areas of management, marketing and communications. I am actively seeking team members to contribute to the school's operation. If you're interested in leading one of the areas above or would instead prefer to contribute to specific projects at the school, please email jayparsons96@gmail.com or call me directly at 709-579-6996



*Merry Christmas
and Happy New Year!*

*From the Executive, Management and Staff
of
The Royal Newfoundland Yacht Club*

PAST COMMODORES NIGHT



CHRISTMAS LIGHTS



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Gatun Locks

skipped by Harold Smith crewed by P. Crocker, B. Winsor and G. Forbes, Newfoundlanders all, transited the Panama Canal and on November 14th, 2009 at 2348 hrs. E.S.T crossed the line(the equator) N to S enroute to Salinas Ecuador.

It's a long way from Conception Bay NL, to Panama and Windy began her journey in June of 2007 to Las Palmas in the Canary Islands via the Azores. Crewed by Smith, Winsor, and W. Walters to Las Palmas (2), she had her moments. Twenty-four hours out of Flores in the Azores Windy was hammered and battered by a quick moving low from Labrador with winds 43k-48k and seas 20 feet plus. Twenty-one miles east of the island of Madeira a hawser (rope) wrapped itself around Windy's prop and with Winsor and Walters in the water cutting and pulling it finally released itself. Windy arrived in Las Palmas On July 31/07 after logging 2116 N. M.



Harold Smith Departs Curacao enroute to Panama

In November of 2007, Smith with wife Jackie, daughters Leslie and Jennifer did the ARC (Atlantic Rally for Cruisers) sailing from Las Palmas to St. Lucia in the Caribbean. With a hole punched in his mainsail three days out Smith made the 2700 M. crossing in twenty-one days on jib alone.

In March of 2008, Smith, Winsor, and J. Small sailed Windy from St. Lucia to Grenada and in November of the same year Smith, Winsor, and Crocker sailed the Venezuelan coast to Bonaire and Curacao. March of 2009 saw Smith and Winsor sail from Curacao to Aruba and on down to Cartagena, Colombia. In June of 2009 Smith and wife Jackie completed the 250m jump into Panama. Windy had covered some 6246 N.M.



Getting Our Lines to the Lock Wall

The Panama Canal is an engineering marvel. One just doesn't motor up to the first Gatun lock and wait your turn to transit. Procedures have to be followed and the simplest way of doing this is to obtain an agent which Smith did.

Windy was inspected, measured, provided with four 125ft. ropes each looped at one end, a line handler, a prearranged time for transit, an advisor and a cost estimation of transit.

On November 7, at 1600hrs. with line handler on board, (a middle aged man with no front teeth but two huge incisors one on each side of his upper mouth. His name Dracula.He was treated with

First Newfoundland Sailing Yacht to transit the Panama Canal (Cont.)

the utmost respect), Windy departed Shelter Bay Marina and moved to an anchoring area known as the Flats to await her advisor who would guide her through the three Gatun locks. At 1800 hrs. her advisor boarded, a tugboat mate who was moonlighting and who was cleared to take vessels up to 65 ft. through the locks.



Rafting with Another Yacht to Transit the Gatun Locks

With anchor up Windy motored the five miles to the first Gatun lock behind her lock companions, a container ship, a motor yacht and a sailing yacht. Each lock is 1000ft. in length and 110ft. in width. At the approach to the first lock Windy and her sailing companion rafted together (tied up to each other) her companion on Windy's port side.

Upon entering the lock monkeyfists (a small rope ball at the end of a lead line) were secured to the loop at the head of the starboard bowline and the starboard stern line which were then hauled by line handlers on the canal wall and secured and then made tight on board.

The same procedure was followed by the rafting companion with regard to her port bow line and port stern line, fixing and maintaining both yachts in the middle of the lock.

Once the lock gates were closed water quickly filled the chamber (15 minutes) lifting all boats in the lock while the line handlers constantly took up the slack on both Windy's lines to the lock wall.

Once the forward lock gates were opened Windy moved to the next lock, still rafted, her lines to the lock wall pulled but leaving the lead lines as they were.

After entering the second Gatun lock Windy's starboard bow and stern lines were again secured as was her rafting companion's port and stern lines. The procedure was again followed as in lock one and was followed again in lock three.

The Gatun locks had raised Windy 84ft. from the Atlantic to Gatun Lake and at 1915 hrs she exited the last Gatun lock into Gatun Lake took a mooring to allow her advisors departure and to await the arrival of a new advisor the next morning. The line handler who boarded earlier remained on board.

At 0700 hrs. November 8 with new advisor on board, Windy slipped her mooring lines and motored the 29 miles across Gatun Lake to the first of three locks on the Pacific side.

At the Pedro Miguel lock Windy was rafted again to her sailing companion and the same in lock procedures were again followed except her bow and stern lines secured to the canal wall were slackened as Windy was lowered 29.5ft. from the level of Gatun Lake to that of Miraflores Lake, a body of water separating Pedro Miguel lock from the two Miraflores locks, the last remaining locks.



Deep in the Gatun Lock



**The Gate in the Last Miraflores Lock
Opening to the Pacific**

First Newfoundland Sailing Yacht to transit the Panama Canal (Cont.)

In the Miraflores locks the same lock procedures were followed as in the Pedro Miguel lock and Windy and her rafting companion, the only two vessels now transiting, were finally lowered to the sea level of the Pacific in the second Miraflores lock.

Upon exiting the last Miraflores lock Windy bid her rafting companion farewell and motored to a mooring off the Balboa Yacht Club to discharge her linehandler and lines

and to finalize her transiting documentation with her agent.

On November 10th at 0625hrs. Windy fell away from her mooring and through a slow turn to port headed out into the warm waters of the Pacific on a course for Salinas Ecuador some 750 N.M. away.

At 23:48 hrs E.S.T on November 14 Windy crossed the line (equator) confirmed by the 0° latitude reading on her two chart plotters. The weather conditions; air temperature, 16.2° Celsius, water temp 28.4° Celsius wind from the South 13-17k and on the nose (bow), the latter made for an uncomfortable passage.

Nov. 15 at 21:55 hrs. Windy dropped anchor off Salinas, Ecuador and six days later was lifted from the Pacific and put on the "Hard" (land) for regular maintenance. Her bow points west.



The Miraflores Locks

Smith had accomplished what no other Newfoundland Yachtsman had ever done; he transited the Panama Canal, tasted the waters of the Pacific and crossed the line.

"Splice the main brace, if you will." (3)

NOTES

1. On sailing ships of old, the cook was known as "The Doctor." The Doctor for this voyage was Bruce Winsor who wrote the article
2. J. Small and G. Brown crewed to the Azores
3. An old navy term for authorizing a celebratory drink for a job well done.

An Update to The Voyage Account

Harold subsequently sailed the South Pacific in grand style, ended up in New Zealand's North Island where he sold *Windy*. He now has a 47' Beneteau sloop lying at St. Augustine FL



KID'S DAY



MEET THE RNYC'S 2015 COMMODORE ALASDAIR BLACK

There have been 51 other people before me that have taken on the responsibility and the honour of being Commodore of the RNYC. Their faces all look on from the walls of our clubhouse. It is however, interesting to note as the years go by they are getting ever closer to the bar! The Commodores of past years have seen many considerable improvements to the club and facilities. This did not happen without a lot of individual and team effort. With this in mind I am very grateful to the large number of members that have agreed to volunteer their time, considerable skills and experience for the year ahead. We have a large group which should provide some depth to draw on for future years. This should also give us the ability to create small sub committees to work on specific projects and achieve some tangible benefits. We are hoping to create lots of opportunities to take part and be included in the boating community.

The new team have been busy already trying to "hit the road running" for next season. There are many areas that need our attention and we will have our work cut out for us to meet the expectations of our fellow members. There are a few new positions on the Executive specifically aimed at planning interesting and fun events for us to take part in. I hope to see many members contributing in some way or other to the life of our club in 2015. I would particularly like to see the membership embrace the Sailing School as this is truly the grass roots of our club. Children and Adults alike can get a great introduction to boating.

My own introduction to boating came through my family in the West of Scotland. My two uncles, my aunt and my mother all messed around in boats growing up in the period surrounding WWII. In particular my uncle Malcolm (Charlie) MacKellar cast a particular swashbuckling presence on the waters of Loch Fyne at Ardrishaig. Ardrishaig is a small village where the Crinan Canal begins its journey over the hills to the sea on the other side of the Mull of Kintyre (yes the same one as in the song by Paul McCartney). My Uncle became the proud owner of a 16 foot "Enterprise" racing dingy - a very popular class of boat in the UK. At a young age (around three) I was introduced to his "yacht" these were the days of yellow buoyancy bags, blue nylon sails and a lot of varnish. Well, he got me hooked and I took every opportunity possible to jump on anything that floated either passing through the Crinnan canal or in the Lochs.



As a schoolboy I was fortunate enough to go to a school with a sailing club on an inland lake. After a short period I progressed into the more modern, larger and sophisticated boats of the Adult Yacht Sailing Club which held regular races. The level of competitiveness had nothing to do with the number of boats racing or the size of the lake. This was serious! A great apprenticeship with lots of swimming practice thrown in. Racing would stop only when the frozen sheets would no longer go through the blocks. How I did it without a wet suit I don't know. When music got a bit too serious, sailing had to take a back seat but I still managed some "sea time" on the river Thames near London and on the coast, a sharp introduction to the art of working around tides. Coincidentally as I write I am crossing the Atlantic from London but alas at 34,000 feet.



I first came to St John's on the same direct flight in 1999 and it was good for my interest in sailing that I did. In 2000 I was crew on the now sadly destroyed sailing Schooner the J&B a 65ft sailing schooner (built

Meet the RNYC's 2015 Commodore (Cont.)

by Henry Vokey in Trinity Bay) taking her to Halifax and back for the Tall ships race that year. When she left NL for the last time it was time to take a leap of faith and join my Uncle Malcolm in the slippery slope to ruin called boat ownership. We now both were owners of a twenty foot something keelboat. Over in Scotland my uncle had become the Commodore of the Royal Tay Yacht Club in Dundee, the former home of Jute, Marmalade, and several well known NL vessels such as the Discovery and Bowring Brothers Terra Nova. In my much restored Hughes 26 Tanaquil I cruised the coast of NL for several years first at the Terra Nova Y.C in Holyrood (a Scottish place name in Edinburgh FYI). In 2006, I became a proud member of the RNYC in a way carrying on a family tradition, if on the other side of the North Atlantic. Now I have a bigger boat than my uncle had, but I am sure as a "Canny Scot." The last laugh is on me, as owning a 38 tends to cost a wee bit more ye ken.



My road down the slippery slope (slippery slip?) started young, was encouraged at the right time, given the opportunity to learn properly in a sailing school - a safe place to gain essential life skills and confidence, and then landing up in a truly world class place to sail such as Newfoundland, and in a country where old boats are priced sensibly, and lastly becoming a member of a really great Royal Yacht Club. I am looking forward to working with the team and the membership so that people of all ages and skills can better enjoy their club and sport.

Alasdair Black

A CALL TO ALL MEMBERS

In the SAGM report in this issue you will see the list of the 2015 new Flag Officers and Executive who have bravely offered to volunteer their time and efforts for the club. I would like to invite any member, (boating or Social etc) to follow their example to get involved with helping out at the club. Maybe you have an idea you would like to see put into action or an improvement that you would like to see. Why not contact an executive member to offer your thoughts and time and join a working party or sub committee. Your executive members can bring your ideas forward, and if approved, can empower the sub committee to make things happen. Every member can make a difference, this is your club, we are the club, and we are "they" as in "they ought to do something about....." So now is your chance.

Some suggested areas could include: casual themed gatherings at the clubhouse, tackling a specific project like tidying up and painting the mast stands, doing a spot of gardening with a friend, planning a gathering on the water somewhere, giving a talk on last summer's favourite trip, just about anything that brings activity and participation to our club.

The Executive are all ready busy making plans for the new season which always seems to come very soon from a planning perspective, if not a boating one. I am sure that they would like to hear from you whether you are offering to share your skills and experience or discover and learn a new one.

Your new Executive is identified in the report on the November SAGM on Page 23

Question: Where do mice keep their boats

Answer: Hickory Dickory Dock

(Submitted by a member who shall remain anonymous for the sake of his health!!!)



Al & Tess's Tartan 3500

3500, in 2011 and are very impressed by the craftsmanship and performance of our boat. We wanted to have a first-hand look at how the boats were built and sent a request to the factory to visit and they were happy to accommodate us.

Tartan was recently purchased by new owners, Stephen and Stephanie Malbasa, but the company has been around since the 1940s. One of their designers, Tim Jackett, started working with Tartan in his teens, and is still there to this day. Jackett in fact was the designer of our boat Ingomar. Tartan had always had a natural rival with the northern Lake Erie builder, C&C and in the late 1990's they were purchased by Tartan Yachts. In 2002 they introduced an epoxy construction method and in 2004 made carbon fiber masts standard issue in all their boats.

Al and I met with Andrew who spent the entire day taking us through the factory and walking us through the process of how the yachts are made. We were taken through every step of the boat building process and spoke with the very friendly Tartan employees, who explained what they did in each of their areas. We both came away impressed with the level of knowledge and the attention to detail of the employees. Tartan does not build a lot of boats and many are custom built and consequently the low production volume translates into high quality assurance.

Their boats are assembled entirely in the one factory where we visited. The first area we visited is the



Layup

section where the decks are layed up. They were in the process of working on a Tartan 4000 deck being post cured. Tartan uses a VARTM epoxy infusion which means that the dry layers of cloth are layed up behind sprayed gelcoat. After that the CAD cut end grain balsa core is positioned and layered with additional glass. CAD cutting balsa core makes for a faster and more precise layup process. After all the glass has been layed, Tartan vacuum bags the deck together and the epoxy is released under vacuum. This enables them to have fully epoxy saturated parts without any excess resin. Additionally the VARTM process squeezes the glass and coring together, ensuring better adhesion, tensile strength, lower weight, and virtually eliminates any VOCs from entering the environment. The 4000 deck takes about three days to lay up. After that, the wet deck is cured under pressure for eight hours in a warm bay. Most of the vacuuming bagging equipment has been upgraded in the last year. The employees working there were happy to show us the process and answer any questions we had. Many of the employees have been building boats for Tartan for decades and are very knowledgeable.

A VISIT TO THE TARTAN YACHT FACTORY

Tess Burke

In August Al and I took a vacation to the Great Lakes and took the opportunity while there to visit the Tartan Yacht factory in Fairport, Ohio (just east of Cleveland). We made a call to the Tartan office and arranged to have a tour of the new facility and get an inside view into where our boat was made. We bought our 1996 Tartan

A Visit to the Tartan Factory (cont.)



Mast Forge

mast, but the end result is something owners appreciate. Tartan has also implemented a new gelcoat QC procedure as well, where every batch of paint is checked for color and durability.

The factory also has a woodworking shop and paint booth. The in-house woodworking shop is very impressive and the interior work in the Tartan yacht is beautiful and well made. The wood shop will work with owners to customize new boats or do work on older models if owners wish to make changes. One of the things we love most about Ingomar is the generous use of teak throughout the boat. We were very impressed by how much space they had to work and the cleanliness of the space. There is also a spray booth which provides the best conditions to finish the woodwork. They also use a method to apply a mirror finish Awlgrip to all hulls. Many of the procedures were developed from the bottom up.



Finished Carbon Fibre Mast

Our tour ended with a walk through of a nearly completed Tartan 4000 which was a real work of art. The detail and craftsmanship were impressive and it was pretty obvious that the employees were very proud of the work that went into this beautiful yacht.

Al and I really enjoyed touring the facility, talking with employees and seeing first hand where and how Ingomar was made.



SOME STRAIGHT TALK ABOUT ELECTRICAL FIRES

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At the RNYC, there is one hazard that strikes fear into the heart of most boat owners – the danger of a fire starting on one boat – either whilst in the slip or on the hard – and migrating to other boats nearby. A fire out on the wharf would be extremely difficult to fight. Picture the thick black toxic smoke that would be produced from burning fiberglass, wood, paint, upholstery and fuel which would severely impede the access of fire fighters, combined with the undoubtedly frantic owners of boats nearby the inferno scrambling to move their prized possessions out of harm's way!

The causes of fire are many and varied, but one of the least-understood is that of electrical fires. This article provides some simplified advice on that subject.

Fires caused by electrical systems can be sorted into three main types:

1. Short Circuits
2. Overloads
3. Arcing Faults

Short Circuits:

As we all know, most common electrical systems consist of two wires – usually plugged into a wall outlet and connected to an appliance (or “load”) at the other end. Simply put, when these two wires come in contact with each other (that is, the copper center parts of the two wires) this is called a “short” circuit. Basically, the electrical current coming out of the “hot” wire is short-circuited across to the ground or “neutral” wire without passing through the load or appliance that's supposed to be getting the power! A short circuit produces extremely high current flow **instantaneously** and usually trips the circuit breaker in the system (as well as producing a frightening spark or flame) but because the event occurs in a fraction of a second, is rarely the cause of a fire – UNLESS, that is: **the short circuit occurs near flammable objects or in a combustible atmosphere!**

Shorts can be prevented by ensuring that all wiring is installed and maintained in good condition – wiring having deteriorated insulation should be replaced immediately. All wiring connections should be maintained in a tight and clean condition to prevent any possibility of live components coming loose and causing a short circuit.

Overloads:

As indicated above, in an electrical circuit, current flows out of the wall receptacle in the “hot” wire, through the “load” and back into the receptacle through the “ground” wire. Increased electrical load can be added to the system by plugging in more appliances or turning on more and more loads. As each incremental load is added, the current in the circuit increases – until, at some point, the amount of current flowing in the wires approaches the capacity of the wire to carry the current. As the current continues to increase because of the addition of more and more loads (to the point of overload), the wires begin to heat up.

Now, circuit breakers are designed to prevent overloads so you may ask “How can an overload occur if

Some Straight Talk about Electrical Fires (cont.)



the circuit breaker will trip if I try to add more load than the circuit can carry?" Simply put, the entire circuit – the circuit breaker, receptacle, power cord, etc. - are all designed to work together. Problems occur when, for example, a power cord rated less than the receptacle and circuit breaker is used to supply the circuit. We have all seen the 20 Amp cord forced into a 30 Amp receptacle. In that instance, the circuit breaker is designed to trip at 30 Amps – so the 20 Amp cord will be overloaded (and possibly glowing hot) before the 30 Amp breaker will trip to protect the circuit.

So it's not hard to see how an overloaded electrical circuit can easily start a fire. If the circuit breaker does not trip and because the overloaded wire will glow hot for a long time while the system is overloaded, a fire can be the result. NEVER use cords, wiring or devices of any kind in an electrical circuit that are not rated for the capacity of the circuit! And do not connect more loads to a circuit than the system is designed to handle.



Arcing Faults:

Arcing faults are one of the leading causes of electrical fires. The “arcing and sparking” occur at loose connections in the circuit – most often at the plug-and-receptacle – but can be anywhere that electrical hookups become loose. Not until very recently have there been circuit breakers invented that detect an arcing fault - older circuit breakers detect and protect against short circuits and overloads but will not trip on an arcing fault! So if you have a loose plug in a receptacle or a terminal wire connection in your electrical system that works loose (possibly due to vibration), this represents a very serious hazard for the start of a fire. If you are familiar with electrical construction, you will know that all connections are generally made inside a metallic box. It is for this reason – if the connections become loose, the arcing and sparking will be confined to the inside of the box and will not ignite surrounding materials. ALWAYS make sure plug-and-receptacle connections are tight – have a qualified electrician replace any loose-fitting power cord receptacles with new!

By following these basic precautions, you will greatly reduce the risk of having an electrical fire on board your boat or at your home. If you are in doubt about ANY aspect of your electrical system, ask a qualified electrician for advice!

THANK YOU TO THE RNYC MANAGEMENT & STAFF



BOATING SAFETY

Ted Laurentius - Safety Officer

Sadly we are at the end of another sailing season and perhaps it is a time to look back and ahead. We can reflect upon what we did this summer and on things that worked and did not work. What can we do to make next year safer or use a new device that will improve our chances for survival if we did get into trouble. This leads us to look ahead of what we might need to check upon before next season such as the expiry date on safety equipment. This would indeed include flares.

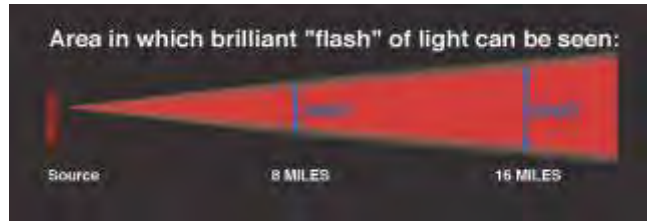
Here I would like to explore alternative or more specifically, supplements, to the conventional and legally required pyrotechnic types. These contain phosphorous and can be dangerous to use unless certain precautions are used. On my boat I carry a pair of inexpensive welders' gloves that will protect my hand and arms when using a rocket or hand help flare. These types have a finite legal life, 4 years after manufacture, but will probably work with some uncertainty years after. This makes them alright for spares and nothing else.



In a recent issue of Cruising World I noticed an article on laser distress signals and I was quite impressed with the performance and endurance. This type of laser is not the high power sort that has caused problems for pilots and which can cause serious damage to the retina. The distress type uses a low power green light that is diffused into a band of light that spreads with distance. The beam angle is 2.5 degrees which will produce a 1500 foot swath of light at



10 miles. When an aircraft is in the area the beam is aimed and panned slowly to attract the attention



of the SAR craft. If night vision goggles are used in the search, the light does not damage the viewer and is easily seen. It is also very efficient when bounced off a piece of reflective tape. A one square inch of tape can be seen a mile away.

For more information on this new type of distress signals I would encourage you to do further reading on a couple of websites. For an explanation of the technology go to www.equipped.org/rescuelaser.htm and for a US supplier go to www.greatlandlaser.com. They are not cheap, but ultra-small and easy to carry and use. Who knows, maybe Santa will read this before Christmas.

This past season proved to be a safe one on the water as best as I can tell, however, we had a serious injury on land when a member took a tumble off his boat onto the ground resulting in surgery and hospitalization. I hope he is recovering and look forward to seeing him back on the boat next year. This is a warning to rest of us to be extra careful when walking around our decks when the boat is on the hard.



The word hard is the operative here. On most sailboats it is a long way to the pavement when the boat is out of the water. The same applies to the larger power boats too.

Have a safe winter and see you all in the spring.



November 2014 SAGM (cont.)

Annual Minimum Kitchen and Bar Charge

At the November general membership meeting a motion was tabled to increase the annual minimum kitchen and bar charge from \$400 to \$500 in 2015. Only Full and Senior Members are subject to this charge. It has been a number of years since this charge has been changed. In fact, the last change was made sometime around 2007 when it was reduced from \$600 at the same time that the Wharf Repair Fund fee of \$200 was added.



The motion to increase the annual minimum kitchen and bar charge to \$500 in 2015 will be brought to the March Annual General Meeting for a vote.

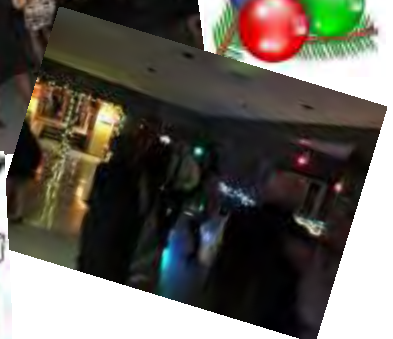
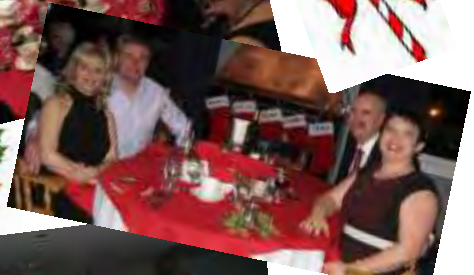


Honour Roll Appointment

The Executive proposed to include KEN CORBETT on the RNYC Honour Roll and this was approved at the SAGM.

- Outstanding service to the club over several years
- Construction manager of Junior Sail Building
- Construction manager for initial 100ft of South Wharf
- Managed a very old and labour intensive website
- Edited, redesigned and revitalized *SPINDRIFT*
- Developed, analyzed and communicated several member surveys
- Scoped out, obtained bids, awarded and oversaw the implementation of our new website
- Continues to work on our behalf as an ex-officio member.

2014 CHRISTMAS PARTY



Calling All Cruisers

Mark Wareham

By now most of you have seen the new list of Executive members for 2015 and you may have noticed a number of new names; one of which is mine, Mark Wareham. This will be my first year on the RNYC Executive and I've been asked to explore ways of promoting cruising or more specifically, cruising activities within, as well as outside the RNYC.

My wife Kerri and I both grew up on our parents' boats at the RNYC and some of our fondest memories are of the cruises or at least the longer trips taken in company with other boats. Whether it was a trip to Trinity Bay, Bonavista Bay or Notre Dame Bay, it was very common for boaters to leave the bay for a week or more during the summer, in fact, quite a few boats spent most of the summer outside Conception Bay. This was how we grew up and it was exactly how we envisioned using Argonauta after sailing her home.

That first summer's trip to Bonavista Bay was a real eye opener. We spent nearly two weeks poking around Terra Nova Park/Newman Sound and during the whole time saw only 1 boat - and that was from a distance!



Lion's Den, Bonavista Bay

Although we still enjoyed the trip, the scarcity of other boats was surprising and disappointing. However, we are happy to say that every summer since we've encountered more and more boats each year, not only from the RNYC but Holyrood, Hr. Grace, Bay Roberts, Cupids, Port de Grave, Lewisporte, even Labrador. Last summer was the best yet. We had a group of 6-7 boats together for 2 weeks exploring Bonavista Bay at the height of the 'heat wave'. What a great time and it will definitely be remembered as one of the highlights of our sailing experiences. We hope this trend continues and we meet even more boaters this year.

Cruising does not mean having to leave the bay. Some boats are better suited for longer cruises than others but all our boats are capable of visiting the harbours and communities within Conception Bay given reasonable weather. We have some beautiful and often overlooked places in our front yard; easily reached within 3 to 4 hours sailing. Salmon Cove is a great example of one such place. Although it isn't really suited for an overnight stay, dropping the hook for a day and playing around on the dark sandy beach is a real treat, especially here in Newfoundland where fine sandy beaches are the exception rather than the rule. A couple of years ago, we were one of seven boats who did exactly that. We had a great day kayaking, wake boarding and just messin' about. It didn't hurt that it was a blistering hot day either.



Salmon Cove

One of the priorities of this year's executive is to get more members actively involved in club activities and in that regard we hope to form committees where members interested in helping with the various projects can volunteer some of their time. A little time, a lot of time, it doesn't matter. The goal is for more members to become engaged and feel they are part of the club and its activities. We are open to any and all ideas that will bring boaters together and with that in mind, I ask any member, power or sail that is interested in cruising and would like to participate in the Cruising Committee to contact me. I'm happy to say I've heard from two interested members already and the invitation is only just issued. A promising sign!

Many of you know that current executive member Kris Drodge has been organizing a rendezvous for summer 2015 (July 31st - August 2nd) at the Dock Marina in Trinity. One of the first activities of the Cruising Committee will be to offer support to Kris and his group as they organize and prepare for the Trinity Rendezvous.

Calling All Cruisers (cont.)

The interest in this event is growing quickly so if you have some concern about rounding Baccalieu, this is a great opportunity to do so as there will be plenty of other boats to offer support should you need it.

At one time, the RNYC Labour Day cruise was a big event that attracted most boats in the club.



Rafting at Brigus Shore Party

Friday nights were somewhat open but Saturday was always spent in Bay Roberts and the Commodore's Cocktail Party was always Sunday in Middle Arm. Contrary to today's shore based parties, the whole event took place on boats rafted together and I remember 15 or more power boats rafted to the same mooring; most of them the old woodies, considerably heavier than most of today's FRP boats. Reviving the whole concept of a Labour Day Cruise is one of the ideas I wish to put forward for the coming year. If the support is there, perhaps we can invite boaters from around the bay to meet at Veteran's Quay in Bay Roberts for a Saturday night dance? On Sunday all the RNYC boats can then head off to the Commodore's Cocktail Party, wherever that may be.



One time, when someone bought their first boat, it was common practice for them to complete a course in Coastal Navigation and Pilotage where they would learn the Rules of the Road (Collision Regulations), navigational marks, lights, day shapes and they would learn how to read, as well as use, a nautical chart. All the basic navigation skills

required for the safe operation of their boat.

Skip ahead to today and the same emphasis on chart work and piloting skills is rapidly disappearing. Last spring when I was putting garbage in the trash I noticed a roll of charts and when I unrolled them, two pristine British Admiralty charts for Newfoundland. Then I looked farther down into the can and noticed why they were there – someone had just installed a new chart plotter & new radar. I guess they figured they didn't need them now that the latest and greatest electronics were aboard to look after them. If you want to know how dangerous this can be, read about Team Vestas grounding during the second leg of the Volvo Ocean Race. If the pros can get it wrong, we sure can!

This leads to another activity that I hope will interest members. It is called a Predicted Log Contest and it is appealing for two reasons, it isn't restricted to power or sail and it is a great way to keep, or dare I say, learn chart work and pilotage. It consists of a predetermined route that all boats have to follow with the navigators plotting their courses and estimating the time for each leg prior to starting. No electronics are permitted and no time pieces either. The only way to judge your speed is



from a Speed/RPM curve and you are free to alter it as many times as you would like throughout the contest. The winner is the boat with the least accumulated error. I won't go into the finer details in this article but I am happy to discuss it further if you have any questions. You can find more information on Predicted Log contests at http://www.predictedlog.org/enjoy_predicted_log.aspx

Another activity I recently came across on the Web is called a blind dinghy race. In it, the person steering is blindfolded and must steer the dinghy to and from a marker some distance away. The only assistance they get is from the directions given by a second person in the boat who isn't blindfolded. To keep it fair and safe, a small dinghy and outboard is set up for all to use and the outboard is small enough to

Calling All Cruisers (cont) to complete the course

will be recorded after each run and the team with the fastest time wins. The best thing about this is that it can be done anywhere – here at the club, Middle Arm, Trinity, anywhere a bunch of boats are gathered.

These are just a few of the activities I hope will interest and motivate members to become more involved with the club, particularly cruising. I expect many of you have some good suggestions of your own and you are encouraged to share them with me or any other member of the Executive. We welcome input from all members.

Newfoundland and Labrador has some of the best cruising available anywhere in the world and we are fortunate enough to have it right on our doorstep. Let's get out and enjoy it this summer.

COMMODORE'S NEW BOAT



I am pleased to report that in the growing tradition of the RNYC, our Commodore for 2015 has purchased a new boat.

I am sorry to say that it appears as if his Scottish Heritage is showing a bit in his choice. Either that or he is trying to set a good example by taking up less storage space on land!



July 31 - Aug 2, 2015

A return to the Rendezvous days of cruising and racing in Trinity Bay. A 2 day non-profit event in Trinity organized by boaters interested in getting more cruising interest in the area.

Through association with the Dock Marina, under new ownership (past owner was Art Andrews – former RNYC member), this event will be hosted at their facility.

Contact Information

Kris Drodge

krisdrodge@gmail.com

Facebook

<https://www.facebook.com/trinityrendezvous>

Website

<http://www.trinityrendezvous.ca/>

We are hoping to have additional wharf space available, but funding may not be granted in time. Moorings will be available and a planned tender service by organizers will be available.

Main events will include the first race of the Trinity Cup, followed by the first Art Andrews Dock Party on Saturday at the Dock Marina.

For more information you can contact Kris Drodge or visit the website of Facebook page. Berth reservations can also be made through Dock Marina. Multiple side berthing is anticipated, as per previous events.



2014
Commodore's
Cocktail Party



Buy or Sell a Boat

Full details on the boats listed below can be found on the RNYC website (www.rnyc.nf.ca) and then clicking on the Classifieds tab. If you have a boat for sale or are looking for one, you can place an advert by following the instructions under the Classifieds tab.

1974 C&C 35 MK II -very low time Yanmar 3GM including panel, wiring, transmission, shaft, prop and...
Price: \$37,000.00

32C Bayfield Sailboat For Sale or Trade

Please review the .pdf file for all the data on this boat. It is currently located in Port Whitby... 07/08/2014
Attachment: Handeman-32C-Bayfield.pdf
Price: \$35,000.00

J/24 Sailboat 'Hiway Café' For Sale

For Full Details on Hiway Cafe please read the attached .pdf file. Posted: 07/09/2014
Total views: 127
Attachments: Sale-Hiway-Cafe.pdf
Price: \$12,000.00

1984 Mirage Sailboat

1984 Mirage 30 Sailboat . This sailboat is well maintained and in great condition. As the 3rd. owner, there have... Posted: 09/27/2014
Attachments: Serenity-Mirage-30.pdf
Price: \$33,500.00

24' SeaWind Catamaran includes expandable trailer, sails, 8hp outboard motor et al

In addition to giving you an excitingly fast sailing excursion, this 24'(16' beam)catamaran is the perfect holiday 'camper'. As you... Posted: 09/22/2014
Attachments: SEAWIND-24-CATAMARAN.pdf
Price: \$13,000.00

1988 19' SANDPIPER 565 SAILBOAT w/Trailer, Sails, 8 HP Outboard and more....

Owner is no longer able to sail and finds it necessary to sell both this great little weekend sailer and...
Posted: 09/20/2014
Attachments: SANDPIPER-565-Sailboat.pdf
Price: \$5,000.00

Hood Furling System

Hood Furling System from a C&C 32 sailboat complete with Navtac Headstay , foil, toggle and stanchion fairleads and furling... Posted: 09/11/2014
Price: Open to Offers

2007 Hunter 33

Purchased brand new in 2010, this Hunter 33 is a top-of-the-line midsize cruiser that has it all. The deck of... Posted: 09/05/2014
Attachments: Signe-Hunter-33-2007-Specs-RNYC-Page1.pdf
Price: \$99,000.00

Wanted - Laser / Small Dinghy

NEW WEBSITE FOR THE RNYC

Ken Corbett

In the last issue of Spindrift, I introduced you to some of the new features available through the new RNYC Web Site. I would now like to review a couple more features that the website offers.

PHOTOGRAPHS

The ability now exists for members to post photos on the website without having to go through the webmaster. Photos can only be posted by members through the Members Only area.

Since the website was introduced and in partial recognition of the higher resolution photos members are taking with smartphones and tablets which creates larger files, the size of individual files that can be submitted has been increased to 2MB. This may still be too small for many of you and the upload process is under review. At present, all photos submitted are reviewed prior to posting and the auto resize does not come into effect until after they have been approved. This is what is under review.



To upload photos to the site, go to the Member Only area and click on the 'Submit Your Photos Tab'. Where requested, enter your Name, Your email address and the name of the Gallery into which the photos

should be submitted, e.g 2014 Race Week, 2014 Clean-Up, 2014 John Doe's Summer Cruise.

Next select the photo files from your Photo Folder that you want to upload. These should be less than 2MB in size or they will be rejected when you upload with a message indicating they are too large. You can upload up to 10 photos at a time and you can repeat the process to add more if you wish.

Once you have selected all the photos you want to upload, complete the Captcha and hit Send. This

is the point when you will receive an error message if any files are too large or there is any other type of problem.

Once the photos have been reviewed they will be posted on the website and may be viewed by anyone on the RNYC website through the Photos tab.

MEMBERS LISTING

Available to Members only, you can access a listing of all club members both boating and social. The main intent of this listing is to provide the ability for one member to communicate with another in the event that there is an emergency with a member's boat or any other type of emergency at the club. In addition, information on each member's boat is provided including its name.

Member's who do not wish their phone number, email address or any other information on the listing to be published can contact Ted Laurentius and he will ensure the information is not shown. In addition, if any of your information changes, please contact Ted and he will ensure the changes are made.

DO YOU WANT TO HELP?

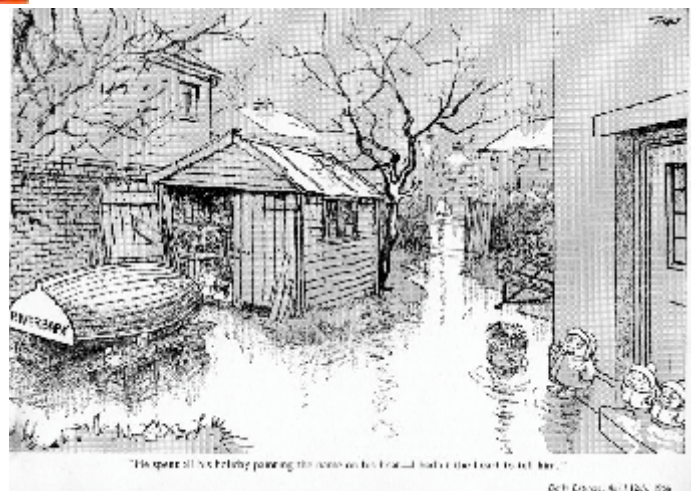
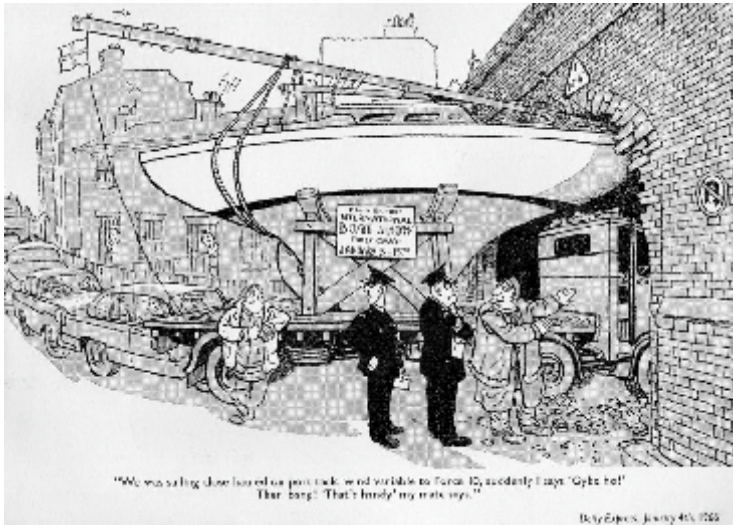
We are in need of volunteer members to assist with the administration of the website. Individual tasks are not labour intensive and require less than 30 mins of work per week. Assistance is required in the following areas:

- Reviewing submitted Classified Adverts before they are posted
- Reviewing Photographs before they are posted
- Oversee activity on the Member's Forum
- Annually update the information on the incoming Executive and contact information
- Ensure all changes to Member's Handbook and the RNYC Constitution are made on the web site.

If you are interested in assisting in anyway to maintain the website please let me or Alasdair Black know.



A LITTLE CHRISTMAS HUMOUR



ROYAL NEWFOUNDLAND YACHT CLUB INFORMATION

2014 RNYC CLUB EXECUTIVE

FLAG OFFICERS

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

EXECUTIVE

Tess Burke	Secretary/Communications	tburke@vfs.com
Eg Walters	Easter Seals	egbert@bell.blackberry.net
Robert Decker	Sailing School	robertdecker@exitrealtynl.com
Joe Browne	Power Boat Events	joeb@bellaliant.net
Michael Ladha	Race Committee	mladha@curtisdawe.com
Dave Humphries	Social Events	dhumphries@nf.sympatico.ca
Kris Drodge	Launch/Haul-Out	krisdrodge@gmail.com
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

The RNYC is pleased to be able to offer businesses and organizations 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

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

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