

Official Newsletter of the Royal Newfoundland Yacht Club

Volume 11 Issue 3

The Spindrift News

November 2015



2015 Port Authority Race



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FROM THE EDITOR'S DESK

Ken Corbett - Editor



This will be my last issue as editor of Spindrift. After much thought and consideration I have decided it is time for new blood to assume the Editor's role. New ideas and changes are needed to maintain everyone's interest.

I have enjoyed my 5 years in the position and have been proud of the development of the RNYC Newsletter into a 32 page magazine. I have not done this alone and must thank the many members who have contributed articles and photos that make the magazine what it is. I apologize for threatening many of you with getting my "heavy boys" out if you do not get your articles in on time, you always met the need before they were needed.

Thank you for all the positive comments I have received from members and others about Spindrift. Please remember though that the success of the magazine is as much or more due to your contributions as it is to my editing. Please, please ensure that you continue to send my successor articles and photos so that the quality of the publication can be maintained.

My thanks to my wife for proof-reading every issue and to Jim Eastman who designed the front covers and all the event posters as well as looking after the printing and distribution of each issue.

As usual, this last issue of the year contains reports on some of the events that took place in what can only be called a "less than perfect summer". There are also some stories of voyages of very different natures and that is what makes boating so much fun.

My best wishes to my successor and to the RNYC and its members or the future and all the boating that you will enjoy in the coming years. Support the Sailing School, that is your source of new members.



THE CLUB MANGER'S REPORT

Jim Eastman - General Manager



Once again we see another year quickly coming to a close. It's been a busy year with a lot of work being done behind the scenes. Countless hours were spent reviewing all aspects of our operations and looking at ways that we could improve. Main areas of focus were the Club's finance's and the member experience. Many of the reports that follow will highlight these efforts and detail the results. You will see we have delivered major improvements in all areas. Member response has been overwhelmingly positive and we will continue to look at ways to enhance this. As always we welcome any thoughts or suggestions that you the member may have to share with us. Please feel free to call or email me or any member of the Executive at anytime.

2015 is not quite done yet and we still have a couple Christmas parties on the schedule that always prove to be a great time. Check out page 15 for more details. Book early as space fills up quickly. In fact the last two years we were sold out on the Children's party and had to turn people away.

I'd like to wish members all the best for what's left of 2015 and the upcoming holiday season and peace and prosperity for 2016.

James Eastman
General Manager
RNYC
manager@rnyc.nf.ca
834-5151

FROM THE COMMODORE'S COCKPIT

By Alastair Black—Commodore 2015



This will be my last Spindrift piece as the 2015 RNYC Commodore, a year which has truly whizzed by for me. It is easy to forget all the achievements of the year until one thinks back. More than a year ago my focus was on gathering (a polite word for "press ganging") a team of talented volunteers to serve as your executive. Finding new talented individuals who have the time, and who have not already served the club is not an easy task.



Our work as a group started even before the 2015 AGM as we assessed the priorities that were most urgent. Any good plan changes and adapts and ours was no different. When solving one issue three more related issues usually pop up. We soon were very deep into looking into the affairs of the club. Fortunately our team had the skills and experience to make sound decisions. We took the approach of prioritizing the issues and working with what we had.

After the Audit we realized that this would be a year of getting our financial house in order and not a year which would allow for any capital expenditure. The Flags and executive were, and are very aware of our responsibilities to the membership. We chose to remain disciplined despite the strong desire to make visible improvements. It has been a challenge but it has been a challenge which we have met head on. More details of the club finances will be made available in the Treasurers report but I can tell you it is a good news story. The dedication of our treasurer (James Oxford) to the task with the strong support of Vice Commodore Leo Quigley has made this possible. Changes in the restaurant operation and our special dinner events have been a big part of our work. I believe that we have improved the menus and also enjoyed some fabulous meals and events. I also firmly believe that the quality of these events matches our expectations and the standards of a Royal Yacht Club. That designation sets us apart from most places to keep a boat. This year was a good opportunity to remind ourselves of our special privilege and advantage. We celebrated 80 years of our club, the last 50 of which as a "Royal" club. Sail past was a very special event attended by our invited dignitaries and members.



I feel very privileged to have been your Commodore in such an auspicious year. It is not every day that one's boat guests include His Honour the Lieutenant Governor representing Canada's Head of State, HRH Queen Elizabeth, but also the Premier of our province and additionally the former Mayor of CBS now newly elected Member of Parliament, amongst notable others. I was very pleased to have Rear Commodore Joe Brown to help steer us through all the protocol.

This year the sailing school has been a focus and has achieved good results. Jay Parsons put a great deal of effort and time into the schools organization. Much effort by several members was put into the club boat Mirelle Soucy. From the moment she was commissioned this year she was in use as the Adult learn to sail boat. I think it is true to say that if there were more boats and qualified trainers available the sailing school could have been even busier.



This bodes well for the future of the sport and our club. Thanks to a generous grant from the Government of Newfoundland and Labrador the club was able to purchase a brand new 420 sailing dingy. Several members also quietly endeavoured to make repairs to the schools boats further increasing capacity.

It does have to be said that this years weather was not the greatest for boating and I am sure that this had a negative effect on the boating events. Despite that the 2015 BMW Race week and the Port Authority race were good events. The ground swell of increasing interest and participation from the white sail fleet is encouraging. Division

From The Commodore's Cockpit (Cont.)



The year started with an international flavour with the "Sailbot" teams. We were also graced by several world cruising sailors who made the RNYC a part of their journeys. The geographical location of our club is well suited for a staging post for the Arctic, Greenland, Iceland and the north as well as Trans Atlantic crossings. Our visitors help spread the reputation of our club around the world. Our growing collection of Burgees hanging in the clubhouse is evidence of that. Another "window to the world" is our website which has been very actively used this year.

It contains a huge amount of information for club members and visitors alike. Additionally Spindrift has been packed with interesting material.

We as a club have been very fortunate to have so many members contributing to the life of the club. Without the contribution of the members, the RNYC would be a very different place, not anywhere near as much fun and a much more expensive.

In conclusion I have enjoyed being a part the team trying to continue the work of over 50 Commodores to bring positive change (to borrow a phrase) and being of service to our club. Thank you to all the members who have contributed to this and had fun doing so. Collectively, I believe we have made our club a better place this year. Here is to the next 80 years of the RNYC!

PAST COMMODORES AT 2015 PAST COMMODORES NIGHT



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CHRISTMAS SAFETY GIFTS



Ted Laurentius—Safety Officer

By now it is too late for my annual reminders about haulout so I will talk about getting ready for Christmas. Yes, it will be here soon enough so I thought I would provide some inspiration for your wish lists that have a safety aspect to them.



A gift that came my way last year from a very generous Santa was a waterproof and floating DSC handheld VHF. There are several brands and models on the market so I will not plug any particular one and only say that the ICom 92 that I have has served me well though I have not really used all of its features though with time I will use more than I have. Maybe Santa was so generous after she accidentally dropped one overboard some years ago. Another gift was a laser signaling device that I described in a previous edition of Spindrift. This handy compact device may well be a future legal substitute for time sensitive pyrotechnic flares.

If you have an iPad or smart phone, consider a waterproof case for it. Again, there are several from which to choose and from some personal observations these cases are very practical and can be used in the cockpit in any weather. This will extend the use of your iPad or phone beyond the dry and add some fall protection for it too should it slip out of your hand. There are even flotation collars for them.

This is a good time to inspect other safety equipment such as the inflation device of your lifejackets. The bobbin in most models should be replaced at regular intervals and a spare one and pressure cylinder should be on board in case the jacket gets put into use. Maybe another inflatable life jacket is needed as part of your life saving equipment. By the way, this type of jacket is only counted for the carriage requirements if you are wearing it. As far as I know Mustang is the only Canadian manufacture that is approved by Transport Canada although there are some very good ones available from outside Canada. Spinloc makes one with a spray hood, harness, and even comes with crotch straps. The crotch straps are not mandatory in Canada but I installed them on the Mustangs I have on board. If you have ever been in the water and it inflates you will recognize the need for them. It is not pretty. (See notice in this issue about a recall on Mustang PFD's)




Do you have a reboarding device on your boat? Something such as a Lifesling meets the legal requirements and from a series of recovery demonstrations that I saw it is probably the most effective way to retrieve and get someone out of the water quickly and easily, especially if they are somewhat incapacitated or cold. It is effective on power and sailboats though you will need some method of hoisting on a power boat. Don't forget about using a personal strobe when sailing at night as a small head is impossible to see. A whistle is also important.

Either now or in the spring before launch a few more checks should be made. Have you checked your first aid kit recently? Are the medicines or drugs still in date? Have some of the bandages or bandaids been used and need to be replaced? Do you have reflective tape on your mast or PFD's? Is the carbon monoxide detector working or need new batteries? What about the smoke detector and maybe the propane detector?

One last item that I have been using for several years is a SPOT device for letting loved ones and friends know where I am and that I am safe. These handy gadgets have come down in price in recent years and more features are available now such as sending a text message along with your location. There is a yearly subscription fee, but it is good value if you intend to use the device as it was intended.

ST. JOHN'S PORT AUTHORITY RACE





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RNYC SAILING SCHOOL RECYCLING FUND RAISER

The Sailing School now has an account with **EverGreen Recycling** and **CBS Recycling Ltd!** Donating your drink container recycling will help the school expand and improve our boat fleet and the school's potential.

You can donate in 4 easy steps:

1. Bring your recycling (drink containers) to an EverGreen Recycling Depot (locations below) or CBS Recycling Ltd 2684 CBS Highway.
2. Enter the RNYC's main number **834-5151** and the number of bags, onto the kiosk keypad
3. Place a barcoded sticker, dispensed from the kiosk, onto each bag
4. Leave the bags in the designated bins
5. The CBS Recycling Ltd. encourages you to put "RNYC Sailing School 834-5151" on the bag as well. This is not needed at EverGreen locations.

All proceeds from your recycling donation is then added to the RNYC Sailing School's Account

EverGreen Recycling Depot Locations - 758-5350

- 92 Elizabeth Avenue (Regatta Plaza)
 - 858-860 Torbay Road (Across from Metal World)
 - 79 Blackmarsh Road (Across from Purity Factories)
- Cowan Avenue (Corner of Cowan Avenue and Waterford Bridge Road)

CBS Recycling Ltd - 834-5449

2684 CBS Highway (down from Holy Spirit High School)

The Treasurer's Report to Members

By James Oxford

A year soon goes by and one has to ponder what has been achieved during the past year. It would be so easy to point to the building of new infrastructure or even the refurbishing of the old infrastructure as some type of measurement of success. We cannot do either; our task was to salvage our club and bring about some stability in finances and embark on a more efficient way to do business. We truly faced the unbelievable prospect of not being able to meet our financial obligations to the Bank.

Highlights for the year (up to Oct, 2015):

The **Restaurant and Bar** have been operating at or near a **break even** basis for most of the year and will operate at worst with a small deficit during the remainder of the year. Last year we lost in excess of \$50,000.

We have tailored the hours of work more closely with the sales performance thus streamlining that aspect of our business while at the same time offering a better selection of products on our menu.

Major functions have been catered by outside groups which have led to more predictability of cost and profit.

The process of monitoring and re-evaluating every aspect of the restaurant and bar operations must continue and with extra effort to tighten controls on the bar with a more aggressive inventory and reporting system.

Marina Operations was tightened up to try and capture all work completed by staff that was performed outside of the normal duties associated with launch and haul out. This was done to ensure proper charges were allocated to the respective members requesting special services.

Cash Flow is always a challenge for operations such as ours and last year at this stage we were using nearly **\$90,000** from our operating line of credit. This year since January we have **not used a single dollar** from the operating line of credit and have managed to stay in the black and our books showed a cash flow surplus in October of **\$43,530**.

Profits and Lost Statement as of October 15, 2015 was showing revenues of **\$879,648** (last year \$832,091) and expenses of **\$579,164** a dramatic decrease from the previous year (last year \$696,846). With amortization of \$63,523 included we were showing a profit of **\$236,959.58** (last year at this time \$69,668.18).

Accounts Payable: Simply put we are current with all our suppliers including taxes to government. Last year this time we owed in excess of **\$62,000**.

Accounts Receivable last year our receivables are exception of \$5000 the days).



was in excess of **\$121,000** currently approximately **\$32,000** and with the remainder is current (less than 30

The Treasurer's Report To Members (cont.)

How can you help make your Club more Sustainable & Vibrant on a go forward basis?

- ⇒ First and foremost, please bring your account up to date and **pay all outstanding balances**.
- ⇒ In paying your **Membership and Boating fees**, a **Cheque or Bank Draft** rather than a **Credit Card** would save us substantial fees. Last year credit card fees were in excess of \$20,000 and very little improvement will occur during this fiscal year. This is money that could be used to perfect repairs and replace aging infrastructure.
- ⇒ Use the **Restaurant and Bar** more frequently and encourage all members to participate in the **Official Functions** of the Club.
- ⇒ Encourage members and outside groups to **rent** the Club for private functions and meetings.

We have put in place a series of control measures to address some of our concerns and as I have pointed out in the past, it will take more than one person to make our Club viable. We need our members to once again take ownership of your Club and participate in all of the activities. **I appeal to all members to be a part of the solution not the problem.**

Recently a few more challenges were thrust upon your executive, Within the last month we decided to replace the front doors (appx. \$2,000), then one cooler gave out in the restaurant resulting in an added expense of another \$5,000 and low and behold the furnace decided it could no longer provide the necessary warmth resulting in another expense of some \$7,500- \$12,000....still in progress. Now I have to try and find a few more rabbits to pull out of my hat, "The joys of volunteering".

Trust you enjoyed the boating season and may I take this opportunity to wish you and your family a **"Very Merry Christmas and A Happy New Year"**. Sincerely hope you can join us at the annual



MOST COMMON CAUSES OF BOATING ACCIDENTS



Submitted by Leo Quigley

Ever wondered what are the MOST COMMON causes of boating accidents? According to Coast Guard statistics, they are as follows:



1. Running Out of Fuel

Before you leave the dock, take stock of what you plan to do. The ideal approach is to calculate the fuel you'll need to get TO your destination, the same amount to get BACK (in case you can't dock at your destination) and allow the same amount again in case you get back home and find you can't dock at your home port.

2. Running Aground

Usually, grounding your boat is only an embarrassment — but not always. Many times grounding leaves you in the water but on a sandbar. Too many boaters are eager to yank their craft off the rocks and end the humiliating saga. But don't do it until you've gone below to make sure the bilge is not filling with water through a crack in the hull. It's better to be safely aground than sinking.

3. Falling Overboard

Falling overboard is another event that's usually little more than a short-lived — albeit wet — humiliation. But if you hit your head on the way out of the boat and knock yourself unconscious, you won't float face up. Wear a life jacket.

Of particular danger to solo boaters who fall overboard is that the vessel is likely to continue on without you until it runs out of gas. Some boats turn in a hard circle, surrounding you in wakes and threatening to run you down. Wear the emergency cut-off switch lanyard so that, if you are tossed from the helm, the boat stops in its tracks.



4. Sinking

The most likely cause of sinking is laughably simple: a hole in the boat. How do they get there when you've never hit anything? Through-hull fittings. Through-hulls are vulnerable to a mechanic's misstep — one could break substantially and begin leaking later, only when the boat begins cruising in rough waters. Inspect the bilge before departing, and make sure the bilge pump is working properly. Keep available a handful of wooden bungs (tapered pegs you can pound into a broken through-hull to stop the water).



5. Catching Fire

Fire on board is becoming increasingly rare, since boats are built with more -spark-protected mechanical systems and double-clamped fuel lines, but it still happens. Always sniff the bilge for stray fuel fumes before departing and never start a marine engine without running the bilge blower at least five minutes. Make sure you have the proper fire extinguishers on board for fuel or electrical fires, and make sure they remain charged from season to

season. Have them inspected by a fire department, or simply replace them if the charge gauge drops out of the green.

6. Breaking Down

According to Coast Guard statistics, many serious accidents occur due to mechanical failure. A faulty battery could mean the boat won't start; if it happens at night, the light won't work either. At that time, your boat is stranded, helpless and practically invisible. Always carry a flashlight on board as a signal light, and definitely make sure the safety kit includes flares to mark your position.

7. Speeding at Night

One of the chief causes of boating accidents is failing to maintain a safe speed for the conditions. At night, you can't always trust your senses to determine whether the way is clear. *(cont.)*

Most Common causes of boating accidents (cont.)

8. Lacking Proper Safety Gear

Too many boaters don't pay attention to the safety gear on their boat. Often they'll depart without the proper number and sizes of life jackets. Make sure life jackets fit and are properly adjusted to the people who will be wearing them.

Boaters often overlook the safety value of anchors, thinking they are needed only for rare occasions. But an anchor is the first line of defense in a breakdown or storm. It keeps your boat safely in place should the engine fail.



9. Ignoring the Weather

Keeping an eye on the weather is as important as maintaining a lookout while piloting a vessel. Poor visibility and high seas are among the risks boaters face if they ignore weather reports and don't watch the horizon. The responsibility to successfully navigate such situations when you could have avoided them altogether falls directly on the shoulders of you, the skipper.

10. Failing to Maintain a Lookout

When there is a collision in boating, the reason tendered by the victims is usually, "I didn't see them coming." Well, it's your job to see them coming. Whether at anchor or on the fly, maintaining a lookout is mandatory for safe boating.

11. Not Wearing a Life Jacket

According to Coast Guard statistics, about half of the drowning fatalities in boating involve boaters without life jackets. You might think having one nearby is good enough; you can always grab it as you need it. But it's unlikely you'll ever get it on once in the water. If you aren't going to wear your life jacket at all times, be mindful of the most critical times. Keep it handy, and put it on in rough weather, during night passages and always in cold-



RNYC
CHRISTMAS 2015
DINNER & DANCE
FRIDAY DEC. 4th 6:30 COCKTAILS 7:30 DINNER

MENU

CARROT AND CORIANDER SOUP

Option 1)
ALBERTA PRIME RIB
(SERVED AT A TEMPERATURE OF MEDIUM TO MEDIUM RARE)
PRIME ALBERTA RIB, MARINATED AND SLOW ROASTED FOR HOURS AND
SERVED WITH A RED WINE JUICE

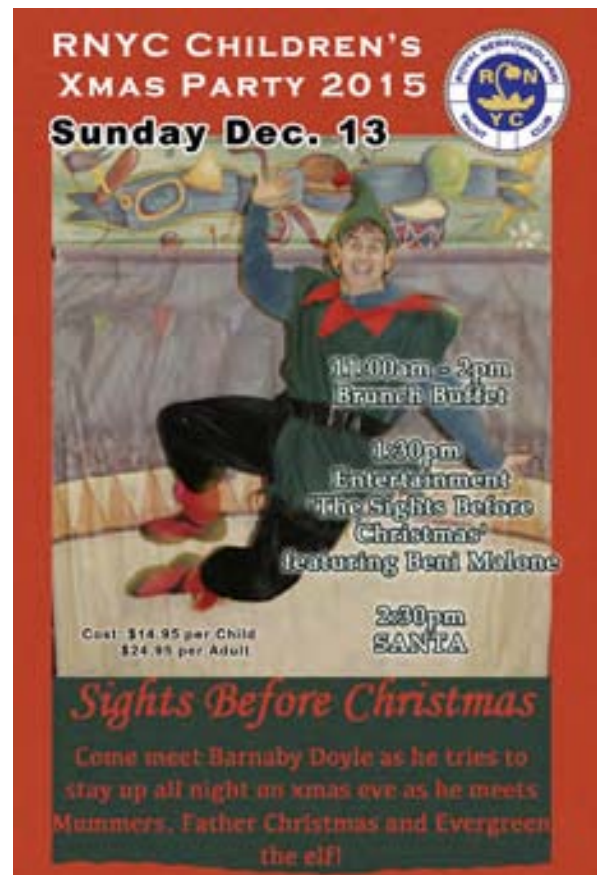
OR

Option 2)
GRILLED CHICKEN BREAST
WITH A COGNAC CREAM SAUCE

CHRISTMAS ALMOND PARFAIT

MENU BY RED OAK CATERING

ENTREE OPTION 1 \$65
ENTREE OPTION 2 \$55
PLUS TAX AND GRATUITY



RNYC CHILDREN'S
XMAS PARTY 2015
Sunday Dec. 13

11:00am - 2pm
Branch Buffet

1:30pm
Entertainment
"The Sights Before Christmas"
Featuring Beni Melone

2:30pm
SANTA

Cost: \$14.95 per Child
\$24.95 per Adult

Sights Before Christmas
Come meet Barnaby Doyle as he tries to stay up all night on xmas eve as he meets Mummies, Father Christmas and Evergreen the elf!

BOATING & BLOGGING

By Tess Burke



Online resources for boaters are plenty and there is no end to the amount of information you can turn to when looking for a solution or if looking for sheer entertainment. One of my favourite ways to learn about sailing is through blogs. Blogging and boating fit together quite nicely and those who are good at it, can gather quite a committed following and get sponsorships to help fund journeys around the world.

A successful blog is a happy medium of good writing and photography, with video content making a more regular appearance in the past couple of years. Bloggers must be consistent and update frequently to keep readers interested and engaged. A successful blogger can develop a collection of dedicated followers who are able to interact and over the long term will develop a relationship. Some bloggers and their readers eventually get to meet face to face. Bloggers are usually eager to answer questions in the comment section or via a private email and can be a great resource for hard to find information.

I've been reading boat bloggers for over 10 years now and many of my favourites tend to be the ones who live aboard and are sailing long term or long distance. Their quest for adventure is a great way to experience living on the water for an extended period. I have been following the following bloggers for some time but this is just a small sample of what's available online.

S/V Windtraveller – Scott and Brit sailed out of Chicago in 2010 after restoring a 35 foot Halley-Rasberg which they sailed down to Grenada. In March 2012 they returned to Chicago to have their first baby but quickly returned to sailing buying a newer bigger boat in the process, a 1988 Brewer 44. Brit got pregnant again in 2013 with twins and it seemed to many of their readers that this would be the end of Windtraveller. However, Scott and Brit, being the determined sailors and adventurers that they are decided to return to the boat in 2014 and spent the winter sailing around the BVIs. They seem to have developed a good balance between land life during hurricane season and living aboard with three young girls under 3. Brit is a fabulous writer and photographer and is a terrific source of valuable information. <http://www.windtraveler.net/>



S/V Delos – the partiers of the sailing world, these guys are highly entertaining to follow and epitomize the concept of wanderlust. However, that is not to say that they don't know how to sail their 2000, 53 foot Amel Super Maramu. Brian, the captain started his journey in Seattle in 2009, with a 2-year plan. His brother Brady joined a year later, and Karin and Josje rounded out the crew. They have almost sailed around the world and are currently in South Africa. Their blog features videos of their adventures and they are currently funding their travels by taking donations from followers and supporters. <http://svdelos.com/>



S/V Salty Kisses – is another full-time sailing family who just this summer complete the North West passage in their 1998 65' steel expedition style cutter sailboat. They have been to Newfoundland twice, blogging about their experience here and everywhere. They are currently over wintering in Alaska and blogging about their experience this past summer. <http://saltykisses.net/>



S/V Swell - Liz Clark, is a solo sailor who is travelling the world with Tropicat, her formidable feline in her 40-foot 1963 Cal-40, surfing and making the world more aware of the environment. Liz is a true inspiration and is probably the most passionate about her journey than any other blogger I have come across. <http://swellvoyage.com/>

There are many bloggers online that you can follow. It's a great way to make it through the cold, boatless winter by living vicariously through sailors who are willing to share their stories.

WANTED—EDITOR FOR SPINDRIFT

With the retirement of Ken Corbett as Editor of Spindrift we are now in need of a new Editor for the publication. The following provides some information about Spindrift and the responsibilities of the Editor.

- Spindrift has been published 3 times per year: Spring, Summer and Fall.
- Spindrift is intended to provide information to RNYC Members about activities at their club as well as general boating information.
- The Editor is responsible for collecting articles, photos and stories from members and the Boating Community. Writing of material by the editor is not essential other than a short message in each issue. In past, the editor has also solicited advertising for Spindrift
- The Editor must be familiar with using publishing software such as MS Publisher, Corel Draw etc.
- The Editor is responsible for compiling material collected into the magazine ensuring good, attractive layout and readability.
- The Editor is responsible for completing the magazine to a point that it is ready for printing including reviewing and proof-reading the finished issue.
- The Editor will coordinate the printing and distribution of the Magazine with the Club Manager and the posting to the web site with the Web Master.



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LYNXX IN CUBA

By Philip Pratt

(From Summer 1992 Plimsoll Line
Colour Photos not from original article)

It's a good thing that first impressions are not always the true impression. If they were, then Cuba would not have been one of our most memorable sojourns in LYNXX.



Baracoa Bay

After 3 days of squally weather from Puerto Rico, and giving Haiti and the Dominican Republic a 60 mile berth we were anchored in Baracoa on the east end of Cuba. It was hot and humid, we were out of fresh food and ice, there were mosquitoes and we had just been told that we would have to spend 3 days on the boat in quarantine. The harbour was a beautiful palm fringed bay unfortunately overwhelmed by the few derelict wharfs, work boats, and sheds that occupied our assigned corner. From the water the town looked derelict as well and I contemplated the option of trying to leave for Havana, our ultimate destination, without going ashore.

Another boat full of officials, the harbour police, health, immigration officers drew along side, and we explained again who we were and what we were doing. They were surprised that we would come in to this port without the necessity of trouble. Everyone was friendly, and Eric Facey's Spanish was obviously up to the task as we were finally given permission to enter Cuba.

When we did, we discovered a typical Cuban town of about 10,000 people, clean but in need of repair and paint. There were schools, playgrounds, hospitals, day care and everyone was equally poor. There were no frills in the stores but everyone seemed to be eating.

We felt comfortable walking the streets and in the evening at the Hotel traded Newfoundland for

Cuban folk songs until the early morning. The next day we rented a car and drove wherever we wanted, visited a museum and continued to form our real impressions.

The Cuban economy has been hit hard by the changes in the Soviet Union. Fuel is rationed, causing difficulties with food distribution. However,



Marina Hemingway

there are no signs of abject poverty as in most of the other large Caribbean and Central American Countries. Visitors, even Americans are welcome, tourism being the main source of foreign exchange. People are friendly and outgoing.

Unlike Newfoundland, everyone has a state supported job. For example, at Marina Chapelin, one of about a dozen around Cuba, and our second stop, there was water, electricity, side on wharfs, showers, a restaurant and about 20 employees. A pleasant place, its only problem being a lack of other boater[^]. It was walking distance from a resort area where needless to say we ran into a bunch of fellow Newfs, having an equally pleasant time.

We did little actual cruising around Cuba but by talking to a few people who have, and from driving and flying around, realize that it has the potential to be one of the prime southern cruising areas.

There are lots of islands, harbours, beaches, seclusion or activity depending on your state of mind. Marina



Lynxx at Marina Hemingway

Hemingway near Havana is where I left LYNXX

Lynxx in Cuba (cont)

the Cuban Tourism Agencies are now developing and promoting sailing. There are good facilities and in an attempt to erase some of the unjustified negative P. R., a cruising guide is being produced, procedures are being streamlined, and it is hoped to organize a flotilla charter fleet. The port of Baracoa is now an official entry port, and when I think about it, the few problems we had when entering were no different than a strange foreign boat trying to enter Canada through some fishing harbour in northern Newfoundland.

If it is not hampered by the Americans, Cuba will become a viable cruising destination. When we left Cuba in April, we sailed directly to Key West where we routinely cleared customs and immigration. This **Start of Flotilla Charter** has traditionally been easy for non U.S. vessels. Some Americans have also sailed to Cuba where they have been very welcome, and have returned,



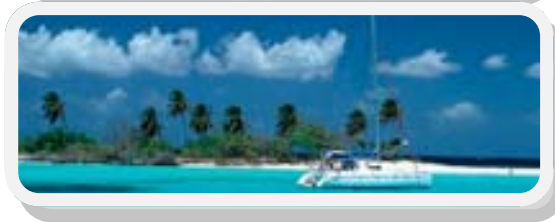
A Montreal Boat, Neige D'Ete sails by El Morro Castle, 3 centuries old

presumably without incident. However, Eric recently has been informed that these procedures are to be discontinued, and as part of

the economic sanctions even Canadian boats will not be able to transit back and forth to the U.S. from Cuba. Without this convenience it will be very difficult.

Sailing in and around Cuba can be boisterous, there are shoals and reefs. In the black of night in the middle of a thunder storm, Barry McCallum was hit in the head by a flying fish, poetic justice for a fishing equipment technologist. One day in the Bahamas Channel we were repeatedly inspected by an American helicopter from a warship. However, other than these perils it is certainly less challenging that sailing in Newfoundland. If you can cross Trinity Bay, you can cross the Gulf Stream and even the Atlantic. Foreign ports may seem a bit daunting because they are unknown and strange, but it is more than made up for by the warm waters.

See you in CUBA!!!



Or There Is Always This Route





SailNL Awards Program

Newfoundland and Labrador has a great sailing community with a lot of people who put a lot of effort into their individual performance and ensuring the health of the sport both in the present and for future generations of sailors. SailNL is very excited to announce that it has been working with SportNL to create a new awards program for 2015.

Do you know a sailor, a junior sailor, coach or volunteer who deserves public recognition of their efforts? If so we want to hear from you. Please complete a nomination form and send it to us before December 15th, 2015. Finalists will be announced in the new year and awards will be presented at the SailNL Annual General Meeting in the Spring of 2016.

Nomination forms can be downloaded from the SailNL website at <http://www.sailnl.ca/#!/sailnl-awards-program/fmn4b>, or they can be requested by emailing sailing.nl@gmail.com. Nominations can be submitted to sailing.nl@gmail.com. We look forward to hearing from you.

We hope you will honour your fellow sailors and nominate someone today.

 <p>TRINAV <i>Yacht Sales</i> PLEASURE BOATS FOR SALE</p>	
	<p>For more information regarding our listings, please contact us.</p> <p>197 Major's Path St. John's, NL, A1A 5A1 1-866-754-7060 WWW.TRINAV.COM</p>

LIVE DONKEYS AND DEAD LIONS: A TALE OF THE NORTH-WEST PASSAGE 2014

By Grenville Byford

(Continued from July 2015 Spindrift)

So, what's it to be? Lion or Donkey? Bearing in mind of course, that the Donkey option will get harder with every passing day, and while the odds on the Lion option may improve, they may well not. No one really knows.

Before you decide for me though, let's talk psychology for a moment. Most people will unhesitatingly pick the live donkey option. But then almost all of them would never have chosen to come here in the first place. Their default option is to go back. For those of us who do choose to be here, the default option is to go forward. Why? Why be there at all, come to that?

The classic answer is George Mallory's "Because it's there" quip. He was talking about climbing Everest, but as I was a serious mountaineer when I was a young man, I can say that climbing and serious sailing are not so very different. In any case, during the few years that remained to him before he died on Everest, Mallory maintained that he could not recall saying anything of the kind. So the famous quote was hardly the product of deep thought.

For me at least, it is the challenge. By which I do not mean the challenge of climbing this bit of rock or sailing across that bit of water. It is rather the internal challenge of doing something that is obviously dangerous and remaining calm enough to function. To do it anyway. Or in more colorful language, calming yourself down when terrified out of your wits. Exercising that capacity is deeply satisfying... But you do have to put up with being terrified from time to time. I terrify easily.

Ocean and mountainside offer the same deal : Everyone imagines nice weather and a world in which nothing goes wrong. Reality though, is almost never like that. This is why we spend so much time figuring out how to deal with all the gremlins that might strike. Actually, it's half the fun. Underlying the preparation though is a serious thought. Every time you put to sea, you put your life in the hands of the Sea Gods. Generally speaking they give it back, no questions asked. Sometimes however, they make you fight for it. Winning that fight is a matter of preparation, experience, and judgment. And how do I know my judgment is up to the task? I don't. Joshua Slocum, the first man to sail around the world single-handed at the end of the 19th century put it well in answer to those who caviled at his plan. "I don't claim to be a great seaman" he wrote "but I have earned the right to my own opinion". Slocum in truth, was a great seaman. Here in Arctic Bay though I ask myself his implicit question. Have I in fact, earned the right to be here? To rely on my own opinion? For there is one other thing a true seaman understands. The sea is a the home of an awesome power. Sometimes, despite everything, the capricious Sea Gods keep a life offered up to them. Because they can.

So here is how I thought about things : Convention makes the safety of people the most important consideration. For me though, and I suspect, most seamen, it is the safety of the boat. Yes, I know it doesn't live and breathe; but to me, Revenge is a real, friendly presence. She doesn't talk back either. And anyway, if the boat is safe, the people are too, even if a little shook up. The boat in fact, is a broader consideration.

It is now too late in the season for Revenge to reach Kodiak in Alaska, some 2,800 miles away. A larger boat would move faster and might make it, but not mine. (The basic physics of boat design mean that longer boats are faster. This is why warships are long and thin, and why aircraft carriers are faster than their much smaller destroyer escorts.) So, Revenge will have to stay in the Arctic for the Winter if we go forward. A friend in the Yukon assures me that Cambridge Bay, 700 miles to the West, is a possible home, but I don't really know enough about it. Yachts are a rarity there. So going forward, the boat will be OK, **if** a channel opens in Prince Regent inlet, **if** the ice at the West end of Bellot Strait clears, **if** it is not then too late to reach Cambridge Bay, and **if** Cambridge Bay is indeed suitable to overwinter the boat

A Tale of the North West Passage 2014 (Cont.)

Too many ifs for my liking, and only the first one looks a good bet. Furthermore, the other ifs will resolve themselves later, when retreat will be harder, probably dangerous, maybe impossible.

As for going back, even if we leave today, the 2,000 miles to Newfoundland will be no Caribbean cruise. And, if I am honest, I am tired (and frustrated). I have been in the Arctic for 10 weeks now. The winds have been entirely perverse, except when non-existent. The last three weeks, we have been hanging around, waiting for the ice to melt. In particular, we were trapped by the ice for ten days in an anchorage we discovered at the top of Burnett Inlet. Safe, it appeared, but trapped nonetheless. On one break out attempt, it took four hours to make about three miles



through thick ice. We then spent a further four hours getting back to safety. The open water I had “seen” from the top of the mast had proved a mirage. After eight hours perched fifty feet above the deck I understood as never before that I was the skipper, and by far the most experienced seaman on board. The weight of crew and boat has been heavy on my shoulders ever since. We will be in trouble if those already sagging shoulders give out. My weakness, no one else’s.

Then again, hanging around Arctic Bay is getting to me. The people are friendly, but the small settlement is ugly. In fact it typifies the Arctic. Ugly, cheap, fundamentally unsuitable housing, transported at vast expense from warmer climes, to rest amidst stunning scenery. Sitting in the cockpit late one evening with a cigar and a large pink gin for company, I see the almost-set sun color the mountain snow opposite a delicate pink. Turner would have loved it. This is why I come back to the Arctic. These few idyllic (and relatively warm) hours. But I also know that the weather can change in a heartbeat, and Arctic Bay is not a well sheltered harbor.

Finally, I conclude that I must choose to be a donkey. Back to Newfoundland. I can scarcely get the words out once the decision is made, though I suspect the crew are secretly relieved. Then I go off by myself and cry. After all the effort and planning..... and it comes to this. Sitting on a doorstep in bloody Arctic Bay, with my head in my hands.

What I could not know at the time is that the two boats we are anchored alongside will make it through the Bellot Strait ten days after we leave. Evidently, we could have made it too. Does that mean I was wrong? What actually happened was that a channel opened up down the West side of Prince Regent inlet on August 23rd. It was open for three days, and then closed. The way back did not open again until September 16th. This was always a good bet, but retreat on September 16th? Not fun. And the strain of waiting 2-3 weeks for the way back to open (or not) would have been appalling. At this point however, my former neighbors had a stroke of luck. Fortune favors the brave lions? The route West opened up for just three days and then closed again. They took their chance. Those three days were not, in my view, a good bet. There was simply too much ice around. Reasonable men however, might (and did) decide to differ.

Intellectually, I know that retreat was the right decision. At least for me, my crew, and my boat. Prudent and seamanlike are the adjectives I should like you to choose. A generous gesture to a maybe over-cautious donkey. A frustrated lion stalks through my soul however. What is more, I know he will haunt me for the rest of my life. Unless I return to the North West Passage and make it through.... Which means of course, I may have to wrestle with this same decision once again. I can only hope I will find the courage to retreat a second time, should I need it.

AN UPDATE FROM GRENVILLE BYFORD

Half an ocean down. Half to go. Revenge leaves the Azores this morning for Bantry in the far SW of Ireland. The first half was punctuated by a single miracle : "Crossing the Gulf Stream". For three days, we are punching through more or less fog with temperatures in the high 40's. The next morning the fog vanishes and the mercury reads 65°. The next day, temperatures are in the 70's. Testimony to how tough the Newfoundlanders must be. Or how soft I am. Oh and of course, the wind was continuously from the SE/SSE meaning that it was largely contrary and never aft of the beam.

It is definitely good to be warm on a boat, but sad to put away my Arctic gear. A door that shut last year is finally bolted.

Four days later, the Azores. Specifically, the high island of Flores (see below). All the familiar feelings of seeing land. Greens brighter than they ought to be for a short while. The smells. Though as the great God 'Elektronika' extends her wings over us, some of the magic has gone.

The Azores (I now speak from knowledge of three islands) are somehow a land that time has forgotten. Once out of the (small) towns, the landscape is a carpet of fields, separated not by green hedges but hedgerows of blue and white flowers (Hydrangeas). Small houses tucked in here and there. Any devotee of Tolkien would not be the least bit surprised to pass Frodo and Sam along the way. Though maybe the motorcar and tarmacadam have forced them into hiding. Sadly, no one rides donkeys any more.



The sea is surprisingly absent from the landscape in point of fact. The ports large and small, are on postage stamps of level ground close underneath green escarpments of two to four hundred metres. They are in fact long tongues of lava, known as '*fajas*'. The real islands however, are to be found at the top of the escarpments. Rolling meadows tamed by man, from which the sea and its cares are surprisingly absent. Plus the odd extinct volcano crater.

Sadly, the natives are entirely innocent of the tale of Sir Richard Grenville and the original Revenge. Every customs officer so far has asked me about this strange name for a boat. Perhaps I should take up a collection for a statue of my namesake. His demise is after all, pretty much the only piece of history to have come to these lucky islands.

And now for the rest of the North Atlantic... Following winds I trust, but with little faith.



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Getting Ready for Race Week and Last Minute Instructions



On the Water



CHECK YOUR MUSTANG PFD



Recall Advisory Notice for MD315X Inflatable PFDs Containing Fluorescent Green Inflation Bladders (CND)

September 24, 2015

PLEASE READ THIS IMPORTANT RECALL ADVISORY IN ITS ENTIRETY. In keeping with Mustang Survival's commitment to the highest level of quality and safety, we are notifying the public of an urgent recall advisory recalling certain Mustang Survival Inflatable Personal Flotation Devices (PFDs) that were manufactured between September 2014 and September 2015.

Effective immediately, users are advised to inspect your Mustang Survival PFDs and, if you have a PFD impacted by this recall advisory (as noted below), **DO NOT USE** and immediately return the affected PFD to us as there is a risk that the bladder may tear when the lobes are flexed apart while fully inflated.

WARNING: IF THE BLADDER IS TORN IT WILL NOT PROVIDE ANY FLOTATION PROTECTION IF USED WHICH CAN RESULT IN SERIOUS INJURY OR DEATH.



The following Mustang Survival products **MAY** be affected:

- MD3153 and MD3154 Deluxe Inflatable HIT™ PFDs
- MD3157 HIT™ Inflatable Lifejacket

If you have one of these model PFDs, follow the steps below to determine whether your PFD is impacted by this recall.

For Steps 1 through 5, please refer to the approval label sewn on your PFD and look for the markings shown in Fig.1.

STEP 1 - Look for model number on the approval label (shown at 1). If it matches one of the model numbers listed above, proceed to Step 2.

STEP 2 - If your device is marked Made in Canada (shown at 2), proceed to Step 3.

STEP 3 - If the MFG DATE (shown at 3) is any date from Sep2014 to Sep2015 inclusive, proceed to Step 4.

If you answer **NO** to any of Steps 1 to 3, then your PFD is **NOT** impacted by this recall.

STEP 4 - If the bladder in your device is fluorescent green (NOT yellow/gold) as seen below in Fig.3, proceed to Step 5.



Fluorescent Green Bladder - **AFFECTED** go to **STEP 6**



Yellow/Gold Bladder - Your device is **NOT** part of this advisory

Fig.3

If your PFD is on the list of models above, and Made in Canada during the period of September 2014 to September 2015, and has a fluorescent green bladder inside, then proceed to Step 5.

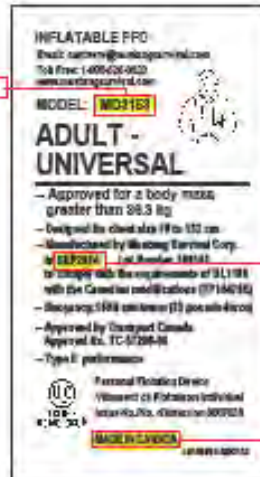


Fig.1

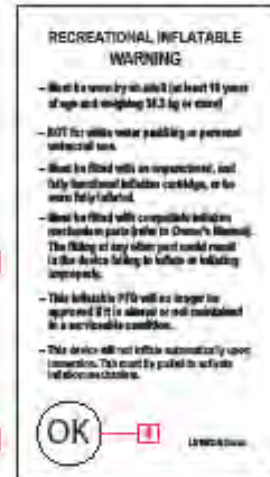


Fig.2

STEP 5 - Check to see if your device has a stamp as (shown in Fig.2) above. If it does not, proceed to Step 6.

Mustang Survival PFDs with the QA Pass Stamp (shown at 4) are **NOT** affected by this recall. (shown in Fig.2 above)

STEP 6 - **DO NOT USE** the PFD as it is impacted by this recall, and immediately contact Mustang Survival's Customer Service directly. You do not need to contact the retailer as Mustang Survival will handle the repair as follows:

- Contact Mustang Survival Customer Service at: 1-800-526-0532 between the hours of 7:30am-4:30pm PST, or email productadvisories@mustangsurvival.com, to obtain specific return shipping instructions.

- Your PFD will have to be returned to Mustang Survival for repair.

PFDs impacted by this recall will be repaired at **NO COST** to you. Once repaired, the PFD will be safe to use and returned to you. If you have questions, please first refer to the Frequently Asked Questions on our website at: www.mustangsurvival.com/advisories.

Mustang Survival appreciates your attention to this important matter.

The Sailing School Delivers

By Jay Parsons

What a great year at the sailing school! The Adult Program was revived with great interest and the kids learn to sail programs had it's most registrations yet.

Sailing Programs & Other Revenues



The Adult Program began after well-needed maintenance was completed on our school keelboat Mirielle Soucy. Thank you to the many people involved in getting our boat ready for the program! Our adult program ran from mid July to September, providing introductory sail training to 27 enthusiastic adults. The Junior Program ran nine weeks beginning on June 28th and, despite the dreary July weather, we welcomed more than 200 registrations this year; ranging from 5 to 17 years of age. Great news is that many kids returned multiple weeks

reflecting both a growing interest in our programs and increase in their overall sailing knowledge as they progress through the Sail Canada CanSail program. The future of the sailing program and the club depends, in part, on our ability to train sailors and develop coaches through these nationally accredited programs.

The school also generated extra revenue through a canteen, Friday BBQs, club regattas, weekend training sessions and dinghy rentals. The installation and enforcement of cancellation fees was also helpful in protecting our registrations and paying for expenses when cancellations occurred.

A Profitable Year

In spite of the challenges of poor weather and our aging fleet of sail and coach boats, our team worked together tirelessly ending this season with record profits! These profits were achieved through a combination of improved expense management, early targeted marketing plus almost 100% online registration. Going forward we now have new job descriptions, formal letters of offer, employment contracts, online registration pages, inventory lists, etc., all of which can be used year after year improving our operational efficiencies and providing clear expectations. Details on our 2015 numbers will be



released once finalized.



Off-Island Competitions

Another highlight from this summer were the first off-island competitions for a number of our younger sailors. Joshua Dancey, Dean McCarthy and Livi Allen competed at ARK and our own Assistant Coach Jesse Hanlon competed at

his first major Radial Laser event at Sail East. Both events were held in Nova Scotia mid-July. All four sailors did very well, had fun and gained huge experience in competing. We are very proud of them. Great job sailors!

Fleet Development

The Sailing School Delivers (cont.)

All money collected from our spring movie night, recycling program, and donations from members are included in this fund. We also have plans to do some off-season fundraising. Details to follow as available.



In step with our fleet development, we are also happy to announce that our brand new 420 has arrived! This boat was generously provided to the school by a grant through the Newfoundland and Labrador Department of Seniors, Wellness and Social Development (SWSD) and was announced at this year's Sail Past by Premier Davis. The kids are overly excited about this brand new fleet addition and can't wait to get it rigged for the 2016 season. The 420 is a double-handed boat offering us the ability to take two sailors on one boat. This has helped improve our coaching focus, increase number of kids per coach and the enjoyment of the older kids who often prefer to sail with a friend.

Our 2015 Sailing School Crew

I'm very proud of our 2015 Sailing School team. They worked very hard all summer and are responsible for returning sailors. They include:

Head Coach – Courtney Grey

Business Manager/Coach – Margot Grant

Adult Instructor – Sam Eisener

Kids Coaches – Kenny Harris, Danielle Morgan, MacKenzie Davidson

Assistant Kids Coaches – Jesse Hanlon, Felix Marino

Operations Volunteer aka Superman- Ryan Kelly



Our profitable year was accomplished through the hard work of the coaches, instructors, board members, sailor parents and numerous other volunteers.

Congratulations everyone.

Great job!



BOATING SUPERSTITIONS

1. Throwing stones into the sea will cause great waves and storms.
2. Coins thrown into the sea as a boat leaves port is a small toll to Neptune, the sea god, for a safe voyage, but a stone thrown from a vessel putting out to sea ensures she will never return.
3. Church bells heard at sea mean someone on the ship will die.
4. Flowers are unlucky on board, as they could later be used to make a wreath for the dead. Today, *not* having flowers on board is considered unlucky, it means the boss' wife will think you aren't doing your job.
5. Women on board make the sea angry; although a *naked* woman on board will calm an angry sea. This accounts for naked figureheads.
6. Redheads bring bad luck to a ship, but you can get around this by speaking to the carrot-top before he or she speaks to you.
7. Cutting your hair or nails at sea is bad luck. If you buy this one, we'd hate to see you and your crew at the end of the season.
8. Never step onto or off a boat with your left foot first. Either foot can be unlucky if the captain catches you boarding with your shoes on.
9. Tattoos and piercing are said to ward off evil spirits, hence sailors' love for ink.
10. Saying the word "pig" on board is bad luck. Not having enough bacon for the crew is even worse luck.
11. Pouring or spilling wine on deck will bring good luck on a long voyage. May we suggest a nice crisp Sauvignon Blanc; don't waste the Champagne.
12. Bananas have long been thought to bring bad luck, especially on ships. At the height of the trading empire between Spain and the Caribbean in the 1700's, most cases of disappearing ships happened to be carrying a cargo of bananas at the time.



INFLATABLE BOAT ANTI-FOULING



Are you tired of scraping barnacles and seaweed off the bottom of your dinghy every fall? Well, this summer I used a new antifouling paint designed for inflatable boats and though I did not take a picture of it when I took it out this year, I can tell you it really worked. In fact, I was truly amazed by how effective it was. In the few spots that I missed there was the usual heavy growth but the rest only took a light brushing and rinse.



I took a picture of the can and I was able to buy it locally. It is not my intention to provide free advertising but if you look in the Mermaid Marine online catalogue (page 114) you will see it for yourself. There are 2 local suppliers listed so take your pick.



SAILNL

About Us

SailNL (previously known as NLSA) is a not-for-profit organization dedicated to developing life long boating in Newfoundland and Labrador. SailNL is the provincial sailing sport authority acting on behalf of the national governing body, Sail Canada. SailNL is also a member of SportNL.

SailNL's Board of Directors is a dynamic and diverse group of enthusiastic volunteers who are experienced sailors and boaters drawn from the local private sector business community, public sector government departments and secondary educational institutions. These Directors are responsible for carrying out the Vision of SailNL which is to make high performance sailing and recreational boating lifelong activities in Newfoundland and Labrador, through excellence in training, competition and community outreach.

SailNL provides leadership, governance and standards to meet the needs of all our members by:

- Enhancing participation in sailing and recreational boating in Newfoundland and Labrador.
- Enhancing capacity to deliver community, instructional and competitive programming to athletes, instructors and coaches in Newfoundland and Labrador.
- Enhancing interaction and participation by being the authority and voice of Newfoundland and Labradorian athlete, instructor and coach development, competitive sailing and recreational boating.
- Enhancing excellence by supporting national standards and policies in training, competition, and safety for sailing and recreational boating in Newfoundland and Labrador.
- Enhancing interaction with sport leaders and providing guidance, leadership, support and services to our membership.
- Promoting high performance sailing success at regional, national and international levels.

SailNL Key Pursuits 2014-2015

As part of the 2014 Leaders in Sailing Summit five key priorities have been identified for SailNL in 2014-2015 during the 2014–2019 Strategic Planning Cycle:

- Increase the number of trained instructors and coaches in NL.
- Work with partners and membership to improve equipment and the capacity to deliver community outreach and instructional training.
- Strive to increase membership, participant and capacities to deliver community outreach, instructional training and competitive opportunities.
- Increase competitive and training opportunities for athletes, coaches and officials.
- Establish an effective marketing plan to promote sailing in NL.

SailNL Strategic Plan

In April 2014, SailNL hosted a “Leaders in Sailing Summit” in conjunction with its annual general meeting. This was the first meeting of its kind in recent memory in the province and its objective was to bring together known stakeholders, identify new stakeholders and engage the attendees in soliciting input for the development of a new strategic plan for the sailing association.

Twenty individuals were invited and to the surprise of the organizers, nearly everyone attended with those not in attendance unable to do so due to previous commitments. Attendees included supporters of sailing and cruising in Newfoundland, associates of junior and adult sail training, marine safety, collegiate and provincial racing, the Royal Newfoundland Yacht Club, Marine Institute and other key stakeholder and sailing supporters.

A third-party consultant facilitated the Leaders in Sailing Summit, who had a background in strategic planning and extensive experience with nonprofit organizations. After the conclusion of the Leaders in

Centralization



By James Oxford

The boating season is over and now we reflect upon things we did yesterday and the beautiful places we visited in isolated remote spots throughout our Island. Have you ever wondered about the history and the human stories left untold when you enter these remote places along our shores and in our Bays.

There was life there once with all its trials and tribulations and at some point in our history these folks were taken from their homes and placed in communities that were foreign to them and their children.

In 1973, while thinking of some of my friends and neighbours that were amongst those uprooted, I tried to capture that moment by composing a piece of poetry called Centralization. I will now share that poetry with you and the next time you visit one of these resettled communities you may have a deeper appreciation of what they saw and felt....

Nestled in the shelter of rock clad mountains,
I see a little cove that the inroads of man have yet to touch.

But deep within its arms I see a people closely nestled to the sea.
Its warmth, its glow, its presence can all be felt, as no man yet has cast a foot upon its stone.

Like a child clinging to its mother's bosom,
They cling to life that most has never known.

The child is torn from its mother's womb,
The frightening cry of loneliness will be heard through centuries to come.

A life style, tradition and culture has fallen,
With a sword of steel, they swept away my home....
I have no place to go....



BOATING HUMOUR

What Cruisers Do



What society thinks I do



What my mom thinks I do



What my friends think I do



What my colleagues think I do



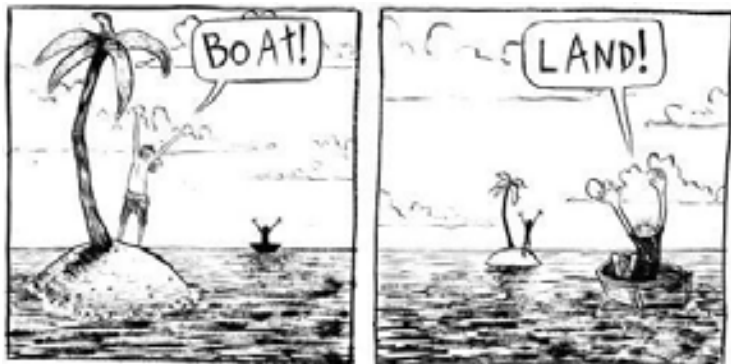
What I think I do



What I really do

www.CoastalBoating.net

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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, early 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.

If you are interested in advertising in Spindrift, please contact Jim Eastman, RNYC Office Manager at manager@rnyc.nf.ca

CREDITS

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