



Founded 1876

"ON BOARD"

Newsletter of the Bay of Quinte Yacht Club

April
2008

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Commodore's Report

Be patient.

Our non-boating season is nearly over

Spring has S-p-r-u-n-g, and, like all good children, we start to think of BOATS. We have been good all winter and done our chores at home, abandoned this *%# climate and gone south, or just suffered this long winter.

The racers are getting ready for a great summer and **Rob Lander** has put together a great race schedule including a few new interclub events. While **Jim Wills** has been enjoying the sunny south, **Doug Ritchie** has done an admirable job of looking after membership as well as setting up a great summer cruise, among other boating events.

Past commodores are getting ready for their great dinner, so keep you eye on the website for more info on our social calendar for up coming events.

The board has been working on a number of initiatives to improve the club and hold the line on future costs. Remember, we are a self help club so when asked for help please help out the board.

Pat Holcombe, Commodore

IMPORTANT DATES MARK YOUR CALENDAR

Racing Skippers' Meeting
Wednesday, April 9th at
7.00 p.m.

Registration at club for Lift-
In
Tuesday, April 15th, 7 to
8:30 p.m.
Thursday, April 17th, 7 to
8:30 p.m.

Launch, Saturday, May 3rd
Starts promptly at 7.00 a.m.

Clean-Up Day, Saturday,
May 10th
Starts at 8:30 a.m.

Content *(In order)*

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It's our prime concern

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To upgrade its safety boat

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Somebody to oversee the program

IMPORTANT! Club Lift-In Policy
Take time to read about it

Racing Skippers' Meeting April 9th

Racing skippers! Plan to attend the Skippers' Meeting on Wednesday, April 9th. Registration is at 6:30 p.m. and the meeting will start promptly at 7.00 p.m.

Registration will consist of picking your race committee duty (from a hat), receiving your skipper's information package and being relieved of your \$45.00 racing/PHRF fee thanks to our most efficient treasurer.

At the meeting we will cover plans for the season, discuss suggestions made during our planning meeting in March and review everybody's favorite chore – race committee responsibilities.

If you have any questions or suggestions for the meeting, other than free Guinness, please let me know in advance.

Rob Lander, Fleet Captain Sail



"ON BOARD"
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'ON BOARD'

HARD COPY OR ON-LINE? YOUR CHOICE

How do you prefer to receive your copy of 'On Board'?

Would you like to receive it on-line rather than by a mailed copy?

The reason we ask is that we are constantly seeking ways to lower printing and mailing costs. Yet, informal surveys in recent years show there is still a preference for hard copies by club members but this trend may be changing. The on-line version is the same as the printed version and can easily either just be viewed on-line and/or downloaded to your PC and printed. The file format is universal Adobe pdf. See previous newsletters at: bqyc.org/newsletter.html

If you have a preference for an on-line copy please let me know and we will make arrangements for the changeover.

I can be reached by phone at 613 962-2730 or at hancock@magma.ca.

Thanks. Nick Hancock, Bulletin Editor

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LIFT IN/LIFT OUT SAFETY POLICY

Safety is our prime concern whatever your assigned task

Overview:

When you participate in Lift In/Lift Out you become part of the long and enviable Lift In/Lift Out safety record of the Bay of Quinte Yacht Club. Your safety, and the safety of everybody involved in Lift In/Lift Out, is the primary concern of the lift committee and the board of the BQYC.

Safety is an integral part of your assigned duty at Lift In/Lift Out whether, for example, you are a member of the cradle crew, the lift committee, a sling return crew, a tag line crew or a sling crew.

The primary component of your assigned job is that you ensure your own safety and the safety of your friends. Your safety and the safety of your friends is your responsibility.

General:

1. If there is anything about Lift In/Lift Out that you do not understand, ask somebody who does
2. Keep well clear of the cranes
3. Stay out from under boats while they are being moved
4. Pay attention to what is going on around you
5. Use common sense.

Cradle Crew:

1. Wear steel/toed safety boots and work gloves
2. Do as much lifting as possible using mechanical devices. If you have to lift cradles or cradle components manually **GET HELP**. Use you legs, not your back.

Sling Crew:

1. Wear a hard hat, safety glasses and work gloves
2. Wear non-skid footwear
3. Have a flotation device available.

Tag Line Crew:

1. Pay attention to the crane operator, his assistant, the boat owner and to the location of all obstacles
2. Pay attention to the wind and the effect that it has on a boat when it is in the air
3. Keep you tag line taut so that you can safely control the boat while it is in the air.

The board of BQYC (which includes two safety officers of the club) in concert with the lift committee reserves the right to deny anybody the privilege of boat storage at BQYC if, during Lift In or Lift Out, that person acts in a manner that compromises their own safety or the safety of their friends.

Frank Scotti, Grounds Director

CLEAN-UP DAY SET FOR SATURDAY, MAY 10TH

You're expected to participate if you stored at the club

The first Saturday following lift-in is the Annual Grounds Clean-Up Day where members are required to come and assist in the clean-up of the club grounds.

Work starts at 8:30 a.m. Bring a rake if you have one and come to help get the club property ready for summer.

Any member storing his or her vessel on the lawn would help greatly if, during pre-launch preparations, they would pick-up their duct tape; empty containers etc. and put them in the garbage cans provided.

Also, please do not expel your anti-freeze and petroleum discharges onto the lawns.

All cradles are required to be off the lawns and stored before the cleans-up day in order to properly clean up the grounds property

Anybody storing his or her vessel who does not participate in the clean-up will be assessed a \$25.00 penalty in compliance with our club's Policies and Practices.

If we all participate the work will all be done well before noon.

Frank Scotti, Grounds Director

Something for everybody this year

This year's race season is already shaping up well with the addition of several exciting new boats into the fleet. Joining the Big Boats in Division One will be **Evan and Cindy Sullivan** on their Pearson Flyer - *Alions-Y*, **David and Linda Conroy** on their J30 appropriately named *Sea Ya* and **Geoff Martin** who traded in *Commotion* for a racy Farr 37. Also, congratulations to **Glenn Coates** on the purchase of his Beneteau 31 and to **Mark McDonald**, proud new owner of *Chance*, a Paceship 29.

The competitive bar will also be raised in Division 2 with **Andy Thomson and Patricia Phillips** bringing another of those pesky Sharks to the fleet (when they are not sailing *Beowulf*).

Highlights

As a result of several good suggestions from the fleet there is something for everybody in the race calendar this year including –

- A full schedule of weekday evening, weekend counter cups and fun races, long distance races and inter club events. Refer to the Race Summary and Race Calendar for details.
- Fun (non-counter) racing includes the staggered start pursuit race and the traditional Father's Day Single/Double handed race. It may be expanded to include a best of two out of three race series throughout the summer if there is interest.
- A welcome revival of the Ladies' Series
- Tuesday evening one-design racing using Sharks and possibly similarly rated boats.
- A Nutshell Regatta.

Interclub Activities

In addition to our own club racing there is a full calendar of fun and competitive local interclub events which **Andy Thomson** has co-ordinated with CFB Trenton Yacht Club and in Picton with the Prince Edward Yacht Club and the Picton Yacht Club.

It all starts with the Spirited Warm-Up Race to

Trenton on May 17th followed by the Burrows Regatta here on June 6th & 7th. Other events include the Easter Yacht Circuit Regatta hosted this year by Kingston YC with an EYC feeder race from Picton to Kingston, the Mowat-PEYC, Scotch Bonnet – PYC and the Viking (Shark, Soling) Regatta at PEYC.

This year's 40th Anniversary Katie Gray race will be market by an expanded format that will include a return race on Sunday from Picton to Belleville with an awards dinner at BQYC to follow. And, to wrap up the season on interclub racing we are planning to host the first, and if successful annual, interclub Team Regatta in September with CFBTYC, PEYC, and PYC.

Communications

To provide a convenient and efficient way for racers to contact each other, and to stay up to date throughout the season, a group e-mail address has been set-up thanks to **Brian Credico**. If you have something important to tell the other racers, or have a question, you can send an e-mail to **racers@bqyc.org** and it will automatically be forwarded to all racers in the fleet. If you are not on the distribution list but would like to be, please contact **Rob Lander**.

For the latest in race info check the Racing Bulletin Board in the club lobby or go to **www.bqyc.org**. The website now has the following items and they will be updated as necessary to make sure you have the most recent version. Race Summary...Fleet List... Race Calendar...Race Courses and Charts...Interclub Race Events...Race Committee Instructions...2007 Race Results Race Instructions.

All racers. Please plan to attend the Skippers' Meeting on Wednesday, April 9th at 7.00 p.m. And, please, don't forget your \$45 race fee.

Rob Lander, Fleet Captain Sail

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ENTERTAINMENT UPDATE

Calendar starting to fill in for another active year

Already there is a busy schedule of events organized for the coming season and the fall by Sue Jordan and her Entertainment Committee.

Please note that the members' draw and 50/50 draw will continue throughout the summer and the committee will also be scheduling some informal Friday night events.

Friday, April 11th; A Mexican Dinner hosted by Joan and John Boor

Saturday, April 19th, Dinner Theatre (Julie Butler & Cast)

Marvelous Memories of the 1920s, 30s, 40s and 50s. Dinner and Show.

Friday, April 25th, Lounge Fare (Entertainment)

Friday, May 2nd, Chicken Chasseur hosted by Sue Jordan and Crew

Saturday, May 3rd, **LIFT-IN**. Hot Dogs served up by The Press Crew

Saturday, May 10th, Past Commodore's Dinner

Friday, May 16th, Barbecue on the Patio – May 24th Weekend

Friday, May 23rd, Annual Prime Rib Night hosted by Ian Steele and Crew

Friday & Saturday, June 6th & 7th, Burrow's Regatta hosted by Fleet Captain Sail

Saturday, June 14th, **SAIL PAST**

Tuesday, July 1st, **CANADA DAY**. Barbecue and Entertainment

August. A Bus Trip to Gananoque. Dinner & Show at the Playhouse Theatre

August 29th, Katie Gray Long Distance Race to Picton

Friday, September 5th, Ham on a Bun hosted by Nancy and Richard Press

Friday, September 19th, Theme Night and Rib Dinner

Friday, October 3rd, Tentative Dinner

Saturday, October 18th, **LIFT-OUT** with lunch provided

Friday, October 31st, Wacky Nautical Night with Lounge Fare

Friday, November 7th, Tourtiere Night

Friday, November 14th, Members' 'Thank You' Night

Saturday, November 22nd, Commodore's Ball

Friday, December 5th, Members' Christmas Party

Sunday, December 14th, Children's Christmas Party

Friday, December 19th, Pot Luck Hors d'oeuvres (members and Christmas Carols

Wednesday, December 24th, Members' Christmas Eve & Bar Munchies

Wednesday, December 31st, New Year's Eve Dinner/Dance

Thursday, January 1st, 2009, New Year's Levee.



The Turkish Dinner hosted by Rob and Kim Lander had an added and surprise attraction - Middle Eastern Dancers. Three local dancers – Amara, Sakina and Val took centre stage and were a welcome distraction before the unique meal.



Is ice boating now, finally, over for the season?

OPERATION NUTSHELL

Four down. Two more plus two still to go

Slowly but surely. That probably best describes progress on renovations of the sailing school's fleet of six aging Nutshell dinghies.

A team of around volunteers headed by **John Boor** has been working diligently this winter, often five or six mornings a week, to make the craft seaworthy. The transition of the craft from start to finish is quite remarkable although progress is not as fast as the team would like.

The somewhat cramped sailing school shed has been cleared out to make room for two 14-foot Nutshell dinghies to be worked on together.

Two electric oil-filled heaters keep the facility warm. Each boat is stripped of all fittings, dried out and then sanded thoroughly inside and out. It's a dirty, tiring job and good masks, work gloves and coveralls are critical. Some boats need a lot more work than others; all of them need a lot of TLC!

So far, major fiberglass work is needed to strengthen the gunwales which have received most of the wear and tear from use by rookie sailors. Then



John Boor tries to clear some of the snow away from the dinghies stored outside but they were frozen in. Nature did the job about a week later



Everybody lift together. The Nutshell dinghy is relatively small but it's heavy and tough. It takes a few members to lift one into the sailing school shed.

plentiful amounts of polyester, filler, foam, matting and cloth are applied followed by a lot more sanding and finally the undercoats and topcoats after which the team can finally see the rewards of a job well done.

During March the severe weather did not stop progress too often although on a couple of occasions the volunteers had to dig their way into the shed.

Despite this, work progressed gradually and now, as the month-end approaches, two Nutshell hulls have been completed and two more are in the shed waiting to get final painting inside and out.

The final two Nutshells are hidden somewhere under snow

waiting to be dug out along with two Albacore dinghies that need major repairs before next season. Then all the fittings, including many new hatch covers and drainage plugs, have to be installed.

Meanwhile a generous donation from the Chris Waller fund has enabled the club to buy buoyancy bags that can be fitted inside the dinghies' buoyancy tanks; an added safety precaution in the event of a capsized.

The condition of the school's remaining snow/ice-bound dinghies is not known at this time but the renovations may have to wait until later in the spring as the volunteers will soon want to start work on their own boats.

John's team includes **Peter Franklin, Ted Knight, David Towill, Nick Hancock and Rick Melvin. Mike Batty** has taken on the responsibility of servicing the school's collection of outboard motors. **N.J.H.**



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Update on the club's Summer Cruise

Cruisers! Get your calendars out and log July 19th, 2008 – location Waupoos.

The first evening of the 2008 Club Cruise will be at Waupoos on the 19th with the cruisers getting together for hors d'oeuvres (BYO and share) and BYO barbeque within the Waupoos breeze-way shelter.

Four days later at Gananoque a group dinner is planned at a local restaurant for the first evening and for the second evening the opportunity to attend a presentation of Les Miserables at The Playhouse.

These two anchor points – Waupoos and Gananoque – are firm; however the ports between them are still under review. Unfortunately, additional research regarding the availability of several slips for the French Festival at Cape Vincent on July 12th showed that they were not available even if some cruisers arrived days in advance. Consequently, the cruise has been deferred a week with the tentative route and schedule looking like –

Saturday, July 19th – Waupoos

Sunday, July 20th – Waupoos

Monday, July 21st – Cape Vincent. Availability of slips should be known by mid-April.

Tuesday, July 22nd – Clayton and the Antique Boat Museum

Wednesday, July 23rd – Gananoque

Thursday, July 24th – Gananoque and Les Miserables.

I will be finalizing the cruise once I receive confirmation that there are slips available and then it will be up to you to call and make your reservations. Check your e-mail and the club bulletin board for updates.

Doug Ritchie, Fleet Captain Power

House Director's Report

Weather not a problem. Plenty to do indoors

By Mark MacDonald

Although the weather will still be cold there are indoor projects that we can do. Here is a list of needs and I can have materials available for most of them. However, it might be good to have some people bring tools such as cordless drills, pails and rags and the like.

Here is the list:

1. New light fixtures for the west end of the hall; probably halogen so they can be dimmed but still offer bright light when needed.
2. The security panels are needed for the two south exit doors.
3. Oiling of wood paneling. I don't know the product used in the past but if anybody does please let me know and I will get some.
4. Paint has been donated for the hall walls but we will have to prep them prior to painting
5. Work is needed to the floor in the laundry room.
6. Painting is needed to the crossbars of the drop ceiling from black to white. A scaffold section will be needed for this work.

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PLANS FOR MEYER'S PIER GET A MIXED RESPONSE

Security improved but parking could be a real problem.

Contractors under pressure to finish by mid-November

If you moor your boat at Meyer's Pier this season expect a "dirty and dusty summer."

The warning came mid-March from **Marjory Buck**, the city's interim recreation director and colleague

Dennis Weagent.

Together they were making a presentation in the clubhouse to about 100 boaters concerned over the city's plans for the spacious marina at the mouth of the Moira River.

They said that, subject to some final approvals by government departments, work will start mid-June on much needed improvements to the storm and sewage drainage and paving of South George St. south of The Anchorage including a round-about at the south-west corner.

Then, work will start in July on installing a pile-driven steel wall along the south boundary of the park and the marina to prevent any seepage of chemicals which are contained and controlled in the area. This is a highly sensitive land fill and the nature of the pollution prevents any major construction.

Finally, the contractors will install a fence allowing controlled access for boaters to the current docks from the round-about. Once inside they will unload their cars and then drive on to a newly paved parking area in the south-east corner of the Jane Forrester Park.

The finishing touch will be to landscape the park area which has a northern boundary with private property running west to east. Future plans along the south shore and facing the docks are for a park

building similar to one built recently across the river in Zwick's Park.

The speakers stressed that all this work must be completed by the end of November in order to receive federal assistance. "We will need good weather...and will be working a six-day week," said Weagent.



Club members study the city's plans for the proposed improvements to Meyer's Pier. The extensive work has to be completed this year.

Total cost of the waterfront project is \$15 million. The federal government is picking up \$10 million of the tab and the city is responsible for the remaining \$5 million. However, the city is optimistic that the provincial government will kick-in \$3.7 million of its costs.

During the 50-minute meeting the speakers were bombarded with questions from concerned boaters notably about the ease of access to their boats and the area allocated for parking. Many doubted it would be large enough to service the boaters in the 180-dock marina, their guests and non-boaters enjoying the waterfront park particularly during the height of the boating season.

As if to ease the inconvenience Ms Buck said seasonal boaters in Meyer's Pier will receive a 25 per cent discount if their mooring fees are paid by mid-March and 15 per cent after that. Also, air monitoring will be conducted continually throughout the construction period by the Ontario Ministry of the Environment.

Finally, there are no current plans to upgrade the docks. However, Mr. Weagent said that environmental and fire concerns prevented any major commercial uses for the Meyer's Pier building. There are plans, though, to replace the siding on the venerable structure; also, much to many boaters' applause, an improved pump-out facility will be installed. **NJH**

AROUND & ABOUT

Water levels update: Promising predictions

Regarding lift-in this spring should we continue over April with average precipitation (not the immediate past 180 per cent above average) and evaporation we will have 17 to 20 inches more water under our keels than we had at last October's lift-out.

This height is two inches higher than the average levels of 2006 to 1918, a period of 88 years. Hopefully this will make Frank Scotti's job much easier. **Doug Ritchie**

Racing Rules Update

Want to get up-to-date on the current racing rules? When **Owen Bird** of the Canadian Yachting Association was at the club recently for his Dad's presentation he left a box load of copies of the CYA's official booklet – The Racing Rules of Sailing (including CYA prescriptions). They're free. However, remember, the sailing rules are updated after every summer



The Racing Rules of Sailing are updated after every Olympic Games; every four years. So the current CYA copy is still good for this coming season. There are a few free copies in the club office.

Olympic Games and we all know what's happening in Beijing, China later this year. It's unlikely though that the changes will be radical ones but you never know. If they are then we will all know about them!

Racers@bqyc.org

Club racers have a new service thanks to **Fleet Captain Sail Rob Lander** and **computer wiz Brian Credico**. Need crew? Have a problem? Want to set up a race for the weekend? All race fleet members are now on the racers@bqyc.org e-mail distribution list. E-mails sent to this address are automatically forwarded, via the bqyc.org web service, to all racers in the fleet. Rob says he will use racers@bqyc.org throughout the year to keep them informed and up to date. "You can use this address if you have important information or a question that you wish to send to all racers in the fleet."

Another view on water levels

If you are interested or concerned about water levels in the Great Lakes, and specifically our corner of Lake Ontario, then you should read a major article on the topic in the spring issue of Watershed, a large format magazine covering life in Quinte, Prince Edward County and Northumberland. The author, Cobourg-based **freelance writer Gary May** "wades into the depths of local water levels and discovers more questions than answers." Fluctuations in water levels have always occurred but this time, thanks mainly to the stress we have placed on our environment, we may have gone a bit too far. You decide. It's worth the read.

Fast Company

Want to race in Division One on a go-fast boat this summer?

Coure Di Leone, a Farr 37 and a new boat to this year's racing fleet is seeking three or four individuals to join as crew members. **Skipper Geoff Martin** says it doesn't matter if you have never been on a boat before. "We can show you and open up a new world of friends and experiences." But, Geoff adds "you must be enthusiastic, willing to help with preparations and clean-up before and after the race,

be punctual and able to have fun and get along with people. Interested? **Give Geoff a call at couredileone@hotmail.com**

Planning On Going South?

If you are considering making the trip south to warm climes during the cold Canadian winter then **John Boor** is the person to contact. He's done it and is planning to head south this fall for a second trip. What's more John has all the information you need packed into an interesting one-hour long presentation. He gave this recently at the speakers' seminars organized by the Canadian Power & Sail Squadron, Quinte branch.

John started with the essential preparations before leaving such as essential paper work, health checks and boat check-up. As you head south on the near 1,500 mile venture, mostly under power, there are hazards to be aware of and once into the balmy weather you should be aware of local regulations, good anchorages and where to get fuel and provisions. John covered it all. **N.J.H.**

Speaker's Series

Around the world in Yankee. You can borrow the film

Dick Bird knows how to keep an audience enthralled. And he was in his element when speaking about his long-time friend **Jack Braidwood** as one of a speaker's series this past non-sailing winter season at the club.

Dick used slides, a film edited to 50-minutes and his own wonderful sense of humor to capture in around two hours the personality and individuality of an incredible character who devoted his lifetime to sailing.

Jack Braidwood was an honorary founder of our club in 1952 when it was reformed after the Second World War. A past commodore of BQYC for two terms he died in 1984 but was survived by his wife and fellow sailor Gwen who shared in many of his exploits. She passed away last year in a Belleville nursing home at 103!

Jack Braidwood was an adventurer; he loved the sea and spent most of his life, including four years in the Royal Navy, fulfilling this dream. This war

service included time as a bomb diffuser and commander of a fleet of Fairmile escort craft. Then, after the war in 1947 it included a non-rushed 18-month sail around the world as second mate on Irving Johnson's famous globe circling 85-foot steel brigantine Yankee.

. He designed, built and owned many craft, mainly racing and was a tireless innovator. He also had the great honour of receiving a membership in the prestigious Cruising Club of America; only one other Canadian has received it. (His pennant is in the club house.)

Jack Braidwood's adventurous life is captured in his autobiography; as good a read as any sailing book that has been written. Only 1,000 were printed but copies are still available. '**Never Lose Steerage Way**' is a fascinating read. Dick has copies available to borrow, and also of Jack's film on the Yankee's circumnavigation. (Original – 'The Trades Winds Call – was 2/12 hours.)

Vice Commodore's Report

Club applies for Trillium Grant

Our club depends on member support and this winter our membership has been particularly active.

Sailing School Director Michael Krock has been organizing the sailing school and the Bay of Quinte Yacht Club has applied for a Trillium Grant to allow the school to **upgrade its safety boat**. **Thanks to Lyle Vanclief, parent Lisa Sprague and Amy Watkins** from Big Brothers, Big Sisters who all wrote letters supporting our club's submission.

Meanwhile **John Boor, Nick Hancock, Ted King, Peter Fitzpatrick and David Towill** and many other members have refurbished the club's fleet of Nutshell dinghies. Meanwhile, **Mike Batty** has serviced the fleet's outboard motors.

The Bay of Quinte Power and Sail Squadron and BQYC have presented the Speakers' Series for January, February and March. **Dick Bird** proved a masterful raconteur as he narrated **Jack**

Braidwood's film of his adventures in 1948 aboard the schooner *Yankee*.

Thank you to **Owen Bird** and the Canadian Yachting Association for their support and to **Doug Knutson** who edited the film.

This month, as part of the Speaker's Series, **John Boor** will be talking on traveling the inter-coastal waterways and **Jill and Peter Cox** will take us up the Ottawa River. Our club is fortunate to have these special people willing to share their experiences and give their time so generously.

I haven't mentioned the volunteers who have worked for our dinners, draws and special events; without their help we could not carry on.

Finally, thank you to the Canadian Power and Sail Squadron who has passed out club literature at its display at the Quinte Mall and the Outdoor Show; very much appreciated.

Cliff Prentice, Vice Commodore

Considerations and Power Boat Nautical Stuff

By Doug Ritchie, Fleet Captain Power

Fuel Prices and Global Warming

Would you believe that for every \$1.00 of fuel that only 13 or 14 cents of it ends up pushing your boat to its destination. This is sad fact considering today's fuel prices but this is a reality. As for the rest of your dollar

- \$0.35 goes up into the atmosphere in heat
- \$0.25 goes in heat and vibration absorbed by the water
- \$0.16 goes in wave formation, wave resistance and prop wash against the hull
- \$0.10 goes in skin friction, prop shaft friction and air resistance.

So, out of the original one dollar of fuel we have 13 or 14 cents to turn the prop.

Best hoist the main Martha!

Starting Motor Battery Power

Most starting batteries specify their capacity in Cold Cranking Amperage (CCA). This is the amperage the battery delivers at a temperature of zero degrees Fahrenheit for a period of 30 seconds without individual cell voltage dropping below 1.2 volts.

For an average sized gas powered boat this requirement is 100 to 300 amps for a few seconds. That will fry you if you touch a hot line! How much power do you need? For diesel engines allow two CCAs for every cubic inch of engine displacement and for gasoline engines provide one CCA per cubic inch.

Now that we know where fuel consumption goes and the engine starting power has been figured out, how fast can we go? Clearly, those alongside on C

Dock will immediately tell me "dumb question. If you have a planning hull the bigger the engine the faster you go!"

Agreed that the power to weight ratio is critical but with all the physics...limitations. The average planning hull with about 40 pounds of weight per horse power – everything included – can achieve 25 knots. At launch time ask the crane operator about your boat weight and check your boat out. However, to increase the speed to 50 knots the weight per horsepower needs to decrease to 10 pounds. So, somewhere there is a self limiting factor as the larger the engine, the more weight, more fuel, need for a larger engine and so on. Consequently, considering today's price of fuel, 25 knots is just fine for me.

Sailing School Report

Coordinator required for Adult Learn to Sail Program

By Michael Krock, Sailing School Director

Progress with the overhaul of the club's fleet of Nutshell dinghies continues with two boats complete and two more near completion. One of the Albacore dinghies is in the queue as there is hull damage requiring proper repair. Meanwhile, the operating budget, based on the past two year's experience has been approved. Also, an application for a Trillium Grant has been submitted.

The **Chris Waller Memorial Fund** is making a contribution to the cost of buoyancy bags for insertion in the buoyancy tanks of the club's dinghies. The fund is also paying the registration cost for some children in the community to attend the summer sailing school.

The **Adult Learn to Sail** program is shaping up with volunteers identified; however a coordinator/point person is required to oversee the program. There have been a few names suggested.

Please advise me should anybody know of a likely candidate.

Resumes for instructor positions have been received. There will be a slate of six instructors including green, blue and red and a variety of ages and experience.

A used hard-bottom inflatable has been acquired to help rebuild the fleet of coach boats.

Marketing continues for the sailing school with Zodiac signs. There have been inquiries about both the Adult Learn to Sail and the summer programs. By early March four registrations had been received for the summer program; one was a returning student and there are already three new enrollees.

An important reminder about club policy over lift-in

Well, after one winter storm after another we are getting closer to lifting in on **Saturday, May 3rd** and resuming our boating activities which I am sure everybody is looking forward to.

To facilitate this, lift-in registrations will be held on Tuesday, April 15th from 7- 8:30 p.m. And on Thursday, April 17th also 7- 8:30 p.m.

After the horrendously long times we posted at lift-out last year because of low water, I'm afraid to even speculate what our fees will be this spring so don't be surprised if they are much higher than usual.

For those members who have not paid their membership fees in full as yet, be advised that section 24.3 of the club's constitution states "If the fees or any installment thereof or any other


debt or obligation due the club by any member is not paid by January 31st, he or she shall cease to enjoy the privileges of membership."

This is strong language to be sure, but when members do not pay their obligations, the club as a whole suffers financially and it is not fair to the other club members who pay their obligations on time.

I would also like to point out that the club's Policies and Procedures provides for a \$50.00 penalty to be added to lift-in/lift-out fee if the member does not pay his or her registration fees on or before the final date set.

Those members wishing to store their cradles will be charged the normal fee of \$25.00 for folding cradles and \$50.00 for fixed cradles.

Frank Scotti, Grounds Director



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