



Founded 1876

"ON BOARD"

Newsletter of the Bay of Quinte Yacht Club

**April
2009**



PO Box 22171, Belleville, Ontario K8N 5V7. Telephone (613) 966-5931. Toll Free 1-877-304-4428
E-mail: news@bqyc.org Website: www.bqyc.org

Commodore's Report

by Pat Holcombe

Lift in is finally in sight: **MAY 2, 7AM**. There are a couple of Club events coming up which we should all try to support. Check the website calander for the Chicken Chasseur, Prime Rib and Past Commodore's Dinner, and more.

This years **Sailpast** will be **June 13** with a **Cook your own Steak** dinner back by popular demand.

The **Sailing School** is ready for another great year and thanks to **Nick, Roger, Dave, and Peter** as the elves who slaved away all winter to get the school boats safe for another season. The Adult Learn to Sail needs boats for Monday nights to take the people out, so please let me or **Russ Far-**

row know if you can help. This course is a great source of new members and very financially profitable to the Club.

This Summer the Racers have a full season planned. The **Burrows Regatta June 5&6** will be a fund raiser for Hospice Quinte. The **EYC** will be well attended and the **Sharks** are going to two regattas and the ladies will represent BQYC at Toronto.

The **Bay South Shore Cruise** was such a success last year, that we are working on the event again for this year. The **Triangle Cruise** Montreal, Ottawa and Kingston is set to go for the end of June for 2 weeks. A trip to **Rochester and South Shore of the Lake** is in the planning stages for the

last two weeks of July / early August.

Adding the Treasure Hunt, it looks like a Great Summer is Planned.

In This Issue:

Around the Triangle

An update on the Club Cruise

Vice Commodore's Report

Volunteer activity in the Club

Bar Director's Report

News from The Long Reach

Rear Commodore's Report

Membership update

The Great Chili Cook-Off

Winners and runners-up

Racing News

All the events to June

Man Overboard!

What would YOU do?

Lift In 2009

Notice of registration

Letters to the Editor

Members' Feedback

Entertainment

Planned events

Around the Triangle

by Dave Klenavic

With "Lift In" just a few weeks away, members are reminded to think about what their plans are for the summer. If you are planning to join the cruise don't forget to take advantage of the **2009 Spring Discount Special** for the Rideau Canal and Trent Severn Waterway offering 10% of your mooring permit with the purchase of a Pleasure Craft Lockage Permit and seasonal Overnight Mooring Permit. This offer expires March 31/09 Phone Parks Canada at 705 750-4900 to apply.

I ask that those wishing to join the cruise please advise me by **1 June 09**. So far 5 Captains have confirmed their intentions to participate in this 510 mile adventure. Once I know the total number of boats both power and sail I can determine a start date and stop over locations. Remember you can join and leave the cruise at any point. This is a great opportunity to experience lasting memories.

I can be reached at 613 966 6348 or by E mail at dwklen@xplornet.com.

On Board is produced six times per year. Submissions for publication can be sent to onboard@bqyc.org or left at the bar, FAO Alistair Thomson.

Deadline for the next edition:

Monday June 1, 2009

Vice-Commodore's Report

by Cliff Prentice

Thanks to our many club members who have volunteered and worked so hard to make a long winter much warmer and the club much brighter.

Sue Smith and her team have painted, varnished, organized the pictures and replaced the window coverings.

Nick Hancock, Ted King and their crew have refurbished a number of sailing school dinghies – hard work in cramped quarters.

Trevor Waller and Dawn Benway have raised the bar in The Long Reach, **Alistair Thomson and Brian Credico** produce the newsletter and the web site; **Frank Scotti** is planning lift-in; **Commodore Pat Holcombe** has been meeting with the City to promote our club and address is-

sues from docks to harbour weed control.

Tom Dolan is crunching numbers and **Russ Farrow** is surveying a stack of applications for sail camp.

Dave Klenavic is looking at his charts for the club cruise, **Pat and Jack Press** have provided so much pleasure, entertainment and good food with the help of so many club members.

Finally, a special thank you to the **Bay of Quinte Power Squadron** for their successful annual lasagna dinner and **Dick Bird** and family for an entertaining and informative presentation on canoes, which raised \$165.00 for our club.

To all our members and volunteers, thank you.

Bar Director's Report

by Trevor Waller

As reported in February, I was looking into finding an accounts program to replace the one we have at the present time. I am trying to find one that is more user friendly, which would send out a more clearly understandable statement, much like a credit card statement.

I have found one but its expensive. It would do an excellent job as it is designed for Bars, however I have not presented it to the board as of yet. That will happen at our board meeting in April.

On other news, I have had a number of request from Members wishing to try different wines and spirits. In consultation with Dawn we would like to try the following: if three or more members request the same wine or spirit they would like to have us stock, then Dawn would get it in on a trial basis providing it can be bought at the LCBO.



SPRING IS HERE! We go to our summer hours on Sunday April 19th, 2:00pm to 7:00pm and Monday 20th regular times.

In closing I wish you all a very happy summer and good boating.

P.S. remember your support is always needed at the Bar!

Rear Commodore's Report

by Jim Wills

By the time you read this report you will no doubt have already been down to your boat to determine what needs to be done prior to lift-in. I, myself will have but one week to prepare as we will not be back in town until the 25th of April.

I am not complaining as I feel very fortunate to have been able to avoid this snow and cold again this winter. I am looking forward to renewing acquaintances and once again enjoying time on the water.

At the time of this writing there are thirty-three members who have not renewed their membership. A few more are expected to renew prior to registration for lift-in and the remainder hopefully will correct this oversight in the near future. If you have already paid and have not yet picked up your membership card you are encouraged to come down to the bar to do so at your earliest opportunity.

We are planning a number of activities in May and June to increase membership. Details will be released as the time gets closer. We appreciate and need your support in the recruitment of new members. As the boating season kicks into high gear I hope to see many of you in and around the club house.

Quick Fact: At five minutes and six seconds after 4 AM on the 8th of July this year, the time and date will be **04:05:06 07/08/09**.

This will never happen again!

The Great BQYC Chili Cook-Off 2009

by Wayne and Carol Peterson

The Challenge was posted on the Club bulletin board. Those who accepted the Challenge signed up. Challenge given. Challenge accepted. The games began.

Chili recipes were retrieved from secret hiding places, from between the pages of ancient cook books, from the backs of bean cans, and from the electronic world of GOOGLE. Ingredients were stockpiled ready for the appointed day. **Jim Gilmore** and **Wayne Dewey** had a run on round chuck, lean chuck, and chicken chuck. The only chucks that were safe for a while were Woodchuck and Chuck Gaudet.

On judgment day, the **Press Gang** were the first to arrive, complete with a rainbow assortment of extension cords and the organizational plan for the day. **Sue Jordan** arrived with cakes and ice cream (always welcome at a chili cook-off). Fifteen really smokin', sputtering, bubbling crock pots and slow pots of assorted chili dishes arrived and were gently placed on the judging table. The Chili Queen (**Hazel Lloyst**) arrived; her costume only describable by a Valentino.

Surely he would have devoted considerable time to her black, fishnet stockings.

A Prima Ballerina, a Funeral Director,

and a Court Reporter go into a bar. No...it's not the start of a joke. It's **Grizella Witkowsky**, **Rick Steele**, and **Christina Taylor** arriving to judge our 2009 Chili Cook-off. The hungry hoards arrived as the judging progressed.

The judges did a fine job and came to the following conclusions: **Dawn Holcombe** (assisted by her husband **Pat**) Third Place, **Helga** the Golden Maiden (assisted by her husband **Hagar the Horrible**) Second Place, and the **First Place Winner Pat Russell** (assisted by no one at all). There might be a message here. And now, for the rest of us, we have lots of time to research chili recipes ready for next year.

Footnote: Just for fun, try Googling the International Chili Society's website.



PRINYERS COVE MARINA
*Docking & Moorings (Daily, Weekly, Seasonal)
Winter Storage, Pump Out, Store, Clubhouse*

107 Cressy Bayside Rd Barb & Don Houghton
RR#4 613-476-6835 (Marina)
K0K 2T0 Picton

 Your First Choice For Meat 
GILMOUR'S
Meat Shop & Deli

Jim Gilmore, Proprietor
Call: 966-MEAT (6328)
Just Over the Bay Bridge in Rossmore

Tuff Tar
Asphalt Protection
& Line Painting

- Asphalt Sealing
- Line Painting & Marking
- Crack Filling & Repairs
- Foundation Coating
- Fully Insured

613-967-7314
BELLEVILLE


Bill & Zsusi MacDonald
Owner / Operators

Racing News

by Andy Thomson

The 2009 Racing Season at BQYC looks to be a busy and exciting one.

The Season begins with the annual Skippers' Meeting scheduled for **April 8, 2009 at 1900 hrs.** Here, skippers will be given their 2009 Race Books which will contain the 2009 schedule, the race courses, relevant charts, racing instructions and race committee directions. The annual racing dues will be collected and everyone will be assigned their race committee duties.

Immediately following the Skippers' Meeting, at 2000 hrs, a **Seminar** will be held to review the new changes to the yacht racing rules.

John Dakin, sailmaker with Quantum Sails in Toronto and champion Shark sailor will conduct the Seminar

and BQYC racers will be joined by sailors from Presqu'ile Yacht Club, CFBTYC in Trenton and from Prince Edward Yacht Club in Picton.

Lift in will be on May 2nd, and the first race of the season will be the first Wednesday night race on **May 13th.** This is closely followed on **Saturday, May 16th,** by the annual **Spirited Warm Up Race** from Belleville to Trenton hosted by our good friends at CFBTYC .

Next up is the **Burrows Regatta** scheduled for **Saturday, June 6th** at BQYC. This year, the Burrows will be a fund raising event for **Quinte Hospice** which should add a lot of excitement and interest to the racing. The Burrows will also play host to the Ontario Bluenose fleet as they race for the McVay Cup.

The Bluenoses will have their own start in the Burrows Regatta and we hope to see a half dozen or more of these pretty little sloops on the starting line. The Bluenosers will be hosting a **"Maritime Reception" on Friday night,**

On Board

June 5th, at the Club featuring fish chowder, corn bread and schooner beer!

The Wednesday evening races continue all through June, July, August and September. Hamburgers, brats and other goodies are served up by the Race Committee after each race and the race results are announced before the burgers are finished. It's a lot of fun down at BQYC on Wednesday nights and even those who don't race should try and come down and be part of the experience.

And for those who don't have a boat but would like to sail, there are always lots of racers looking for crew. If you need help finding a berth, or if you're a skipper looking for crew, contact the **Fleet Captain Sail** (andy@entente-ent.com) and he'll

help get the right people together.

The **Ladies Series** begins on **Thursday evening, June 11th.** This is a five race series (with June 18th, July 2nd, August 4th and August 20th) followed by a long distance race on September 19th. The series is open to all female crews and only the skipper has to be a BQYC member.

The Sail Past takes place on **Saturday, June 13th.** All sailboats, whether they race or not, are encouraged to take part. This is a fun event, full of nautical tradition, and should not be missed.

There are two other races in June that are worthy of note. On **Father's Day, June 21,** the **Single/Double Handed Race** takes place. One or two man crews compete in this annual event. And on **June 26 and 27** the **Braidwood Trophy race** is scheduled. This is an overnight race from Belleville to Glenora and back, starting at 8:00 pm and finishing sometime on the 27th. This is a race for the young and foolish. It's amazing how many people show up for it!



Man Overboard!

by Alistair Thomson

While learning to sail, our instructor was at pains to teach us how to correctly execute the Man Overboard drill. Our craft was *Guiffette*, a 24-foot fibreglass ice cream van with sails, which our sailing club proudly called our own. She had a 130% Genoa (the powerhouse of the boat) hanked on to the forestay with snap shackles, and a standard main with short battens and a couple of reefing points.

There would typically be four on board: our instructor and three tyros. The victim who would be thrown overboard was usually the flotation ring, which our instructor would gleefully throw behind us unexpectedly while shouting “Man Overboard!” and grinning as we attempted a recovery.

We were told that the first thing to do was to gybe. This would smartly bring about a reversal of direction, after which we would quickly be able to acquire a downwind position from where, after going about, we could arrange to position the boat slightly upwind of the victim who would conveniently slide close by on the lee while we stretched out a saving hand.

This worked fine, probably assisted by the fact that the absence of the “man” who was overboard had no effect on crew numbers. I don’t know what kind of sailing you do, but Her and I tend to sail with just Her and I on board. So we’re already fairly short-handed, and if one of us goes AWOL, there is only one left to attempt a recovery.

So what to do? For our boat, a Hunter 336, I think that gybing is out of the question! It takes two of us to gybe *Windstar* safely. The foresail is quite small, because the main, with its extended roach and full length battens with no backstay, is huge (and a real pig to hoist), so one gybes very carefully, using the main sheets and traveller in sequence while diligently controlling the stern through the wind. Executing a panic gybe while scanning the water for the reluctant swimmer is one quick way of losing the mast.

So no gybe then. Well, what about the crash stop? The idea

is to stop the boat dead, so that she will drift back downwind towards the MOB before any distance separates the boat from the victim. The crash stop is achieved by simply going about, but leaving the foresail sheeted on the windward side, so really it’s just a matter of immediately turning the bow through the wind. Easy enough.

Once the head is through the wind, you hold or lash the tiller to leeward (wheel into wind). You are now hove-to. The forestay is backed, wind is stolen from the main, and she stops. If she bears away because of the backed jib, and picks up any forward movement, the rudder brings the head

back into wind again, where the backed jib once again stops her. She can sit like this forever, no hands-on required, while you sort out a recovery.

At least, that’s the theory. The practice varies a great deal depending on the boat. We were able to heave-to in *Guiffette* quite successfully, but *Windstar* just doesn’t stay in, no matter how we try to balance rudder, jib and main. The head always goes back through the wind, and we’re off again. The

main is just too powerful and the jib too small. Even loosening off the main completely doesn’t help. So that won’t work in our boat. Does it work in yours?

The safest approach, for our boat, seems to be the figure-eight, where you take up a beam reach for a short distance after the MOB event, then go about, swinging all the way round on to a broad reach to position downwind of the MOB, then bear up to an upwind position on a close haul. This would be easier in the single-handed situation if, during the first beam reach, the jib could be dropped or furled. *Windstar* has roller jib furling, so getting it out of the equation would be reasonably quick and easy for a possibly (!) inexperienced lady sailor to accomplish single-handed, and then the sail would not be in the way during the subsequent manoeuvres.

We intend to try that out - each of us doing it on our own



- to see how it works.

Of course, arriving intact with your victim on the lee is only the start! You have to get the inconsiderate sod back on board again...

And this can be the hardest part of the whole procedure. Windstar has a sugar-scoop stern, with a small ledge just above the waterline. Despite that, I don't relish the thought of trying to haul a heavy, soggy, possibly inert body (sorry, dear, just embellishing the article, you understand) out of the water on to that small ledge. It would appear that dropping the stern ladder over would be a good idea before throwing the life ring and its 50 feet of floating line (one end attached to the boat) to the MOB as he/she slips past on the lee - assuming you get the first part of the procedure just right! Then at least I, or she, could get down into the water a bit to help the retrieval.

Heaven alone knows what the boat is doing all this time of course. Probably sailing off towards the nearest convenient rock.

Should the main come down, and should the engine get started? If yes, when does this get done, and what is the effect of having 750 square feet of sail thrashing about in the cockpit and on the coach roof?

In thinking about this article, I had hoped to solicit the assistance of a few sensible folks to thrash around these questions and others, but the deadline for publication pressed mightily and holidays in the sun ate into the remaining time.

But I still would really like to discuss all of the above, to get some ideas on what might be worth trying. Maybe there is value in holding a seminar on the topic?

You know that it's time to take your sails down, and start your motor, when:

the seagulls swim past you.

the race is OVER, and you're just rounding the first mark.

your sheets have been ripped out of their fairleads and your freeboard is giving you 30 Kts.

someone on the shore shouts "Are you still here? Can I get you some coffee?"

the colours on the leaves begin to change, as you sit there.

the speed as shown by your water impeller equals the speed as shown by your wind speed indicator, and both have shown zero for the past 30 minutes.

your First Mate says "so how do you like our new home?"

you begin to notice that the Bay does actually have a flow rate.

your GPS starts beeping "Anchor set."

there is absolutely no one else within your visible horizon who actually has sails up.

Lift In 2009

by Frank Scotti

At the time of writing this notice, we have 41 days left until lift-in, which falls on the **2nd of May**. Consequently, I intend to hold lift-in registrations on **April 14th**, and **April 16th** from **7pm to 8:30 pm**.

For those new members who trailered or delivered their boats onto the grounds after lift-out last fall, it is necessary for you to register and to provide proof of insurance, the length, beam, draft and weight of your vessel.

Once again, I must caution everyone that lift procedures are hectic busy occasions with an element of danger. As a result, Grammas, Grandpas and parents, **please do not bring your children or grand children onto the club grounds**.

If they come onto the grounds, you will be asked to remove them back to the safe area, which is on the patio.



Cap'n Clueless waits impatiently for summer

Letters to the Editor

Dear On Board,

I found your article on Man Overboard very interesting, but I believe you have got it wrong.

There is no way that your picture showing a man overboard depicts the true events. The Skipper's Mate would simply not be holding a glass of Martini in her hand at such a time.

Under such extreme circumstances, I would bet that nothing short of Champagne would be suitable. Assuming of course that the MOB was fully insured.

*Yours,
Name and Address Supplied*

Dear On Board,

Your correspondent who wrote that letter about the Champagne is clearly simply not taking the issue of Man Overboard seriously.

I for one cringe at the thought of such an event, and admit that I'm in denial regarding the possibility that this might happen on our boat.

It's obviously not as serious an occurrence in the Bay of Quinte in summer as it might be in the West of Scotland in winter (or at any time, come to think of it), but it's never a trivial affair. So please let us know when your seminar will take place. I'll sign up!

*Yours,
Name and Address Supplied*

PHONE: (613) 966-8903
FAX: (613) 962-0049



Canadian Sport Subs Ltd.
Complete Diving & Training Service

GILBERT LAVERY
Manager/Instructor

48 DUNDAS STREET WEST
BELLEVILLE, ONTARIO K8P 1A3

MARY KAY®

MAXINE A. HOLLAND
Independent Beauty Consultant

9 Northwood Crescent
Belleville, ON K8N 1X6
(613) 966-0078
Cell: 847-6448
m_holland_01@sympatico.ca
www.marykay.ca/mholland

Everything seems to be working well with the Friday night “financial transactions” taking place at the billiard table, relieving overcrowding at the bar.

The **Lasagna dinner** put on by the Power Squadron was a resounding success .. the dining room was jammed, literally!

The **2nd Annual Chili Cook Off** was a “HOTLY CONTESTED COMPETITION”. There were 16 entries. The 2007 winners were unseated, with the exception of the Commodore. First place went to Pat Russell, second to Carol and Wayne Peterson, third to the Commodore, or was it Dawn? The question remains!

We had a surprising number of people for **St. Patrick’s Day “Irish” stew** .. didn’t know there were so many Irish (or wannabe) members at the Yacht Club! Regrets to those of you who had to be turned away when we ran out of stew. Dawn Benway did a great job decorating the Lounge and members were wearing all things green.

March 27th brought us a **Kazuri** jewellery sale by the **Quinte Grannies for Africa**. This event was a tremendous success .. not only for the Grannies and their cause, but so much goodwill for our Club. To quote Lynne Brearley, the coordinator of this event, “the sale at the Yacht Club was by far our most successful event to date! Everyone was so enthusiastic and friendly. We really appreciated the warm reception and the overwhelming support we received. Thanks so much.”

Purchases were in excess of \$900.00. My thanks to all the members who participated.

On April 3rd, there was a maple mustard glazed roast peameal bacon dinner hosted by **Just in Time, Spankin Mad, Jib Picnic and Just our Pace**. The dinner was great and our hosts were in “picnic” dress which added some colour to the fun evening! Thank you.

Finally, it’s great to see so many of the racers attending on Friday nights as well as participating in recent events.

Mark your calendar for the following events:

- April 10th - Club closed, Good Friday.
- April 11th - Easter Brunch.
- April 24th - Chicken Chasseur dinner hosted by Sue Jordan.
- May 2nd - Lift In (hot dogs, Nancy Press and her crew).
- May 8th - Prime Rib dinner hosted by Ian Steele.
- May 23 - Past Commodores’ Dinner.