



Founded 1876

"ON BOARD"

Newsletter of the Bay of Quinte Yacht Club

Dec.
2008



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Commodore's Comments

Thanks for a great year; now we look forward to 2009

This year has been both an interesting one and a large learning curve for me thanks to a great board. It has also been a very enjoyable year for both Dawn and me.

I feel we have one of the prettiest and the most historic club houses on Lake Ontario. The plans for 2009 are to continue to upgrade our club house and club yet it is hard to improve upon such long standing traditions which have been so successful in the past.

At this time the thoughts and prayers of members of BQYC go out to the families who have lost loved ones this year.

Our sailing school fleet of dinghies needs our attention as most of the boats are now 25 to 30 years old. Our valiant crew of boat repairers is 'busy little elves' again this winter bringing the aging fleet of dinghies up to a useable condition. By next spring we will have a new safety boat which will be used by the sailing school as well, perhaps, a fast response boat to the racing fleet.

The club's racers held their traditional races this year with the Katie Gray and the Braidwood having dinners as well as dances to make them competitive as well as very enjoyable. The addition of Ladies' racing and Shark racing shows a growing interest in our

sport for both new as well as established members.

The cruising boaters had a great South Shore Extravaganza added this year. Thanks to our hosts it was a day full of fun events. The land yachters enjoyed this well planned event as much as the boaters. What's in store for this event in 2009? You will have to participate to enjoy a great day on the water.

Another great success this year was the Club Cruise with stops at Picton, Pryner's Cove, Waupoos and Gananoque. An impromptu overnight in Trenton for the Scottish-Irish Festival and the event filled dinner at Currah's Restaurant in Picton all made for an interesting year. Have a safe and happy holiday.

Pat & Dawn Holcombe.

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Editor's Note

This is my last issue of On Board. Starting in the New Year Alistair Thomson will be taking over the job of Bulletin Editor and I wish him all the best. I'm sure he will do a good job and enjoy working with the other board members. I know I will miss the camaraderie of the board where you can learn a lot about what is happening in the club and help in its future direction.

In my report to the Annual General Meeting I had some suggestions – not recommendations - for the Bulletin. E-mail is now used by practically everybody and is very good for immediate announcements such as upcoming events at the club on and off the water. The Bulletin cannot match it for immediacy. Rather, its role, I believe, is to cover events such as members' cruises, reports, news and photographs that are not so timely. (This issue is a good example) Yet, I find that most club members, despite their reliance on e-mail, still enjoy/prefer receiving a hard copy of On Board. Anyway, that is for Alistair and the new board to decide.

*A word of thanks to the people who have helped me with On Board. There's **Brian Credico** who does the layouts so quickly and at short notice; **Susan Smith** who supplies the labels; my **wife Lesley** who helps with proof reading, folding, stuffing and mailing the envelopes; the contributors, who are not too many but much appreciated by me; and finally to the staff at Staples who print the issue so quickly and reasonably.*

Finally, the 'staff' of On Board wish all readers a happy Christmas and New Year.

Nick Hancock

Holiday Season at BQYC

Sunday, Dec. 14th...Children's Christmas Party for members' children, grandchildren from 1:30 to 4.00 p.m. Members are asked to bring a gift for each child they register and leave it at the club prior to the party. The gift should have the child's name, first and last, on it and we suggest the value should be under \$15.00. Cost per child is \$5.00 with a maximum per family of \$20.00. Sign up sheets are on the entertainment board at the club or call for information to the club at 966-5931.

Wednesday, Dec. 24th...Christmas Eve, 4.00 to 6.00 p.m. Join with other members at the Long Reach Bar for Christmas treats and holiday cheer.

Friday, Dec. 19th...7.00 p.m. Pot Luck Hors d'oeuvres.

Wednesday, Dec. 31st...New Year's Eve Gala. Cocktails at 6:30 p.m.; Dinner at 7:30 p.m. and Dancing around 9.00 p.m. Menu – Shrimp Cocktail; Roast Beef with Yorkshire Pudding, Herb Roasted Red Skinned Potatoes, French Style Green Beans; and Glazed Baby Carrots. Dessert – Cheese Cake followed by Tea or Coffee. Music for the evening provided by Jim Brown Disc Jockey Service. Tickets \$41.00 plus taxes per person and they're available at the bar.

Thursday, January 1st 2009. New Year's Day Levee, 2.00 to 4.30 p.m. Time to relax with friends, clear your head and meet the new members of the board for 2009.

Bar hours over Christmas

Fri., Dec. 19th Open 4.00 p.m.

Members' Pot Luck Hors d'oeuvres

Sat., Dec. 20th Open 1.00 p.m. to 7.00 p.m.

CLOSED

Sun., Dec. 21st Normal Closure

Mon., Dec 22nd Normal Closure

Thurs., Dec 25th Closed Christmas Day

Fri., Dec. 26th Closed Boxing Day

Sun., Dec. 28th Normal Closure

Mon., Dec. 29th Normal Closure

OPEN

Tues., Dec. 23rd – 4.00 p.m. to 9.00 p.m.

Wed., Dec. 24th – 4.00 p.m. to 6.00 p.m.

(Christmas Eve)

Sat., Dec. 27th – 1.00 p.m. to 7.00 p.m.

Tues., Dec. 30th – 4.00 p.m. to 9.00 p.m.

Wed., Dec. 31st – 4.00 p.m., New Year's Gala

Thurs., Jan. 1st – 2.00 p.m. to 6.00 p.m.

(New Year's Levee)

WINTER HOURS

Nov. 2nd, 2008 to April 3rd, 2009

Closed Sunday and Monday

Open Tuesday to Friday 4.00 p.m. to 9.00 p.m.

Saturday, 1.00 p.m. to 7.00 p.m.

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Toronto Boat Show Bus Trip Wednesday, January 14th

Good news. It's back. One of the best fun days of the year and a great way to get through the non-boating season. Once again **Fiona and Bernie King** are organizing a bus trip to the popular Toronto Boat Show. **The day is Wednesday, January 14th. Book soon; it's starting to fill up. You must be booked and paid by December 28th.**

The cost is \$40.00 per person for transportation via coach bus and show admission and this is non-refundable unless there is a waiting list. Cost for the

bus alone is \$32.00 per person and seats are available as long as they last.

By way of a change this year the bus on the return trip, will be stopping at the Buffet World in Whitby.

For more information contact Fiona by e-mail at fiatpine@on.aibn (subject line Boat Show) or call 613 969-8886. Cheques can be mailed to Fiona King, 629 Harmony Rd., RR#1, Corbyville, Ont. KOK 1V0 – or leave cash or cheque payable to her at the Long Reach Bar. (To avoid overbooking please advise Fiona if money left at the bar.

Chris Waller Memorial Fund Donations

Trevor Waller wishes to express his sincere thanks to the generous donors

In recent months the club has been saddened by the passing of two popular members who have been active in the sailing fleet – namely **Ken Douglas** and **Anthony Gallow**. They will be missed as they each contributed a great deal to the strengths of our club.

Many members were at a special commemorative evening, on Nov. 20th, attended by Anthony's son and daughter where donations were made to the Chris Waller Memorial Fund which helps support junior sailing .

Besides having the America's Cup Jubilee video playing in the back ground, many took advantage of the open microphone to share the racing and other experiences they had had with Anthony.

A celebration of Ken's life also took place at the club on Sunday, Dec. 6th where members also had an opportunity to share their boating stories with his family and to be reminded of his exploits.

Also in November Entertainment chair **Sue Jordan** organized a Ladies' Night where her colleague **Tyia Grant** hosted a 'Home and Gift Collection' sale. Proceeds from this fun evening also went to the Chris Waller Memorial Fund. **NJH**

Remembering Anthony: This is one example of the many remembrances at the Nov. 20th commemorative. Submitted by **Chris Wyvill** (now living in Toronto), an RC sailing competitor with Anthony.

"I first met Anthony back in 2003, I had just started radio controlled model sailboat racing at QMYC and bought my first RC Soling from the late Ken Douglas. My passion for sailing never left me although I did quit both dinghy and keelboat racing in 1980 when I came to Canada from the UK.

I was invited on board "Take 5" for a "checkout ride" as Anthony, being the retired pilot, would say. I guess I must have passed as I was invited to be a permanent member of the crew for the rest of the season. It was during that season that I came to know Anthony well and we shared many stories about the past racing we had done. It turned out that while both Anthony and I had served in the Royal Air Force at the same time and sailed on the same boats and knew all the same sailors, we had never actually met! How strange is that!! At that time one of my good sailing friends was actually dating Anthony's daughter Amanda.

Anthony ran a tight ship and was extremely particular about sail trimming. Our friendship grew with the racing.. 2004 was probably one of the best sailing season's I remember. I sailed with him on 25th - 26th June in the Braidwood overnigher. In light winds we finally rounded the buoy at 5 am on Saturday. On the way back we had just sailed under the Deseronto bridge when in the distance we saw some horrific skies and yes there was thunder and lightning coming our way. Quite the storm!! I did the appropriate reefing and sail change. Anthony then gave me the helm, went down below for some rest, and said "take us home Chris" We sailed right through the storm lightning popping all around us, it was scary, but we made it to the finish line!
We really bonded during that race and had been dear friends ever since. "

Highlights from our Annual General Meeting

“We Need More Volunteers”

In case you missed the AGM here are some of the highlights. Fifty four voting members were present. The plus 2 ½-hour meeting covered a wide range of issues from increasing membership fees to reports and from new membership categories to election of the 2009 board.

New Business

After discussion the vote was called for – to increase the active membership fees for 2009 from the current \$510 to \$525 - about a 3 per cent increase. It passed easily. Reasons cited for the raise included many increased expenses in running the club, there was no increase last year; and even the new rate is “still a bargain in relation to other clubs.”

* * * * *

Early this year a six-member committee chaired by Rear Commodore Jim Wills was formed to study our club’s present membership structure to make it more attractive to prospective members.

Briefly, it found three problems; the membership is aging and there are fewer people able to volunteer for the more physical projects – active membership is declining while senior is increasing. Next, we are in a low financial demographics area and there is not the disposable income to amass a large membership as in the Toronto area; finally, it costs \$400 from each of our members just to operate the club. We supplement members’ dues with the 50/50 draws,

visitors’ docking, the sailing school and entertainment.

The committee recommended the addition of three membership categories – corporate, associate and single. Intermediate membership should also be adjusted to reverse the trend of our aging membership by encouraging younger members.

After considerable debate the vote was taken on the merits of each of the four categories – they all passed comfortably. The fees, with the exception of corporate, would be 75 per cent of the active category. Also, the membership categories would be up for review at next year’s AGM.

The corporate rate at \$1,200 per company would offer three full memberships to its employees who could vote, race and/or store boats for the winter. Intermediate, in order to attract younger members, would be for full privileges for members 19 to 35 years of age; associate would be with voting but no boat storage or racing eligibility. Finally, single membership with full privileges, would encourage many new members

Reports

Commodore Pat Holcombe. There are vacancies on the board for secretary and fleet captains power and sail. “Only 23 per cent of membership is volunteering and enjoying the club year round. We need volunteers for these positions or these programs could be in jeopardy...please consider volunteering.”

Early days but the board has sent a letter to the city to enter into negotiations for the club to manage the docks in Victoria Harbour. Also, there should be more power and an extension next year to the visitors’ dock while the city plans to replace ‘D’ dock.

Treasurer Kim Lander. “The bottom line (for 2008) is a net loss of \$6,180...going forward the club’s sustainability and financial security is dependent upon membership growth, fiscal responsibility and volunteers.

“The growth of a younger membership base is critical...not only are more fees generated but they

bring new ideas, a high level of energy, involvement in numerous activities and volunteer contribution.”

After a few years of losses **the bar** made a profit due to increased sales during club events, steady Tuesday evening sales and a larger turnout for mid-week and ladies’s racing and regattas.

Membership. The ALTS program added eight new members and most members returned this year. “We continue to see a shift from active to senior.”

Sailing school again made a net contribution but the real increase came from the Adult Learn to Sail program which gained the momentum lost last year. The new dinghy program helped too. Significant costs were incurred by the sailing school in the repairs of the dinghy fleet plus other extras such as coach boat gas, OSA and CYA fees.

Two successful regattas, the Burrows and 40th anniversary of the Katie Gray, plus a doubling of the Wednesday night burger sales allowed the **racing/regattas** to make a small net contribution at season’s end to the club. (*Continued next page*)

The **visitors' boating season** was slow to get going due to the late opening of the Murray Canal but it still netted a \$200 improvement over 2007.

Increased utility costs, a higher cleaning rate and work to bring gas lines leading to the kitchen up to code, helped boost costs for **building** operations. **Grounds** expenses doubled too from last year for snow ploughing and waste removal caused by surcharges for fuel and dumping fees.

Rear Commodore Jim Wills. We had 29 new or returning members this year...joining largely from the ALTS program, or due to the work at Myer's Pier and problems at Belle Harbour Marine. "The net result is 182 members, 10 more paying members than last year." By category – active up by seven to 89; senior the same at 58; out of town up by two to six; commodores and senior past commodores is same at 17; we lost two intermediates; and gained three juniors. Honorary members is down five to six

Vice Commodore Cliff Prentice. The club constitution will be updated to reflect the changes made at the AGM; the Trillium application was successful and the club has received \$15,000 for the purchase of a safety boat to support the sailing camp, ALTS and club activities. Cliff will be active in 2009 in fund raising for the continued maintenance and replacement of the sailing school's fleet of Nutshell and Albacore dinghies.

Rob Lander, Fleet Captain – Sail. Twenty five yachts competed in more than 50 races – mid-week, weekend cup and inter-club regattas. Noteworthy were the 40th anniversary Katie Gray and the ladies's racing, weekend cups and a distance race. A Racers' Information Board and a fleet e-mail were introduced; the ALTS program was beneficial in bringing in new members.

Doug Ritchie, Fleet Captain – Power. Monsoon-like weather and high fuel prices did not deter members from participating with the South Shore Cruising Extravaganza, the six-day club cruise and the sea food feast in Picton. Considerations – should

the club cruise be a couple of three-day events? A suggestion, too, for "Boat Buddies" for members who want extend their cruise.

Michael Krock, Sailing School Director. The season was successful resulting in a net of \$13,500. ALTS was near capacity with 29 people; 10 stayed on as crew, two bought boats, and six became new active members. Meanwhile, the sailing camp enrolment averaged 95 per cent capacity but there were challenges due to weather and equipment. Recommendation that boat ownership by students should be encouraged. Trillium grant means the new coach boat will provide instructors with a proper vehicle that quickly, in rough water, can carry passengers in a safe manner.

Interest already in next season's ALTS program; the Monday night dinghy program should plan alternative evenings if the weather is unsuitable.

A three-point plan – recommendation

1. That in the 2009 season a portion of the school's net be put towards the purchase of one or two boats – used but in good condition.
2. Next, implement a policy that outlines how the school's net will be divided in future with a portion directed towards equipment replacement
3. Submit an application for a Trillium grant for funds to be used for the purchase of new dinghies.

Entertainment – Sue Jordan. Event revenue was down this year; two events were cancelled due to weather and others due to low ticket sales. Overall expenses were higher too but it still finished the year with a \$6,771 contribution to the club, slightly less than 2007.

Grounds-Frank Scotti. Projects for 2009 include repairs to the flap pole; servicing the gin pole; possible repairs to the parking lot and a longer, larger mast rack to take the overload off the present one. **House – Mark MacDonald.** Renovations to the kitchen completed, decorating in the hall, work on the covered deck, electrical issues done and, most importantly, the roof has been "completed and looks great... a real eye pleaser compared to before."

Flag Officers and Directors for 2009

Commodore- **Pat Holcombe**; Vice Commodore -**Cliff Prentice**; Rear Commodore -**Jim Wills**; Past Commodore -**Les Ash**; Treasurer -**Tom Dolan** (Kim Lander, 2008); Entertainment -**Pat Press** (Sue Jordan, 2008); House - **Susan Smith** (Mark MacDonald, 2008); Bar -**Trevor Waller** (Susan Smith, 2008); Grounds -**Frank Scotti**; Sailing School – **Russell Farrow** (New Member); Bulletin -**Alistair Thomson** (Nick Hancock, 2008).

At press time there were still vacancies for Fleet Captain Sail, Fleet Captain Power Secretary

Ground Director's Report

Bigger, heavier masts mean consideration of another storage rack

By Frank Scotti, Grounds Director

Lift out was very successful this year with 68 boats lifting and 65 of them being stored on club property.

However, there were two unfortunate mishaps not directly attributed to the lift operations. **Evan Sullivan** slipped on the frosty dock ramp while going to his boat *Dog Party* in the early morning and broke his ankle in two places. The injury meant surgery requiring the insertion of a metal plate and eight metal screws.

Also, **Rob Bamlett** of *Sea Dog* reached for a dock line and snagged his finger on a large fish hook that went all the way through and had to be surgically removed. The city has been advised of both incidents.

I anticipate a good revenue return compared to last year's.

Currently I am looking into the cost of building another mast rack as we are sorely in need of another one. With the number of larger masts on the rack now it is precariously tippy and presents a safety hazard.

The flag pole is in need of painting and repair and I intend to have it taken down during lift-in and have it worked on.

The cable on the gin pole is old and frayed and needs to be replaced. I have had somebody working on that and obtaining prices for me.

Now that the sailing season is over, the boats are lifted out and the water level is low. I hope to be able to resume work on the sailing school dock and have the anchors installed.

Frank Scotti, Grounds Director



Last mast of the season. On a fine Friday afternoon before haul-out, Tekoma's mast was the last to be lifted.



The cranes made short work of the smaller boats stored on the front lawn. Sixty eight boats were lifted.



Hidden in a cloud of spray. Soon after haul-out every boat gets a high pressure hose. The weather was perfect this year.



Steelaway. One of the last lifts of the day and possibly the heaviest and it took two cranes.

Treasure Hunt

So good another one planned for next year

If you participated and enjoyed this year's Treasure Hunt then get ready for next season. Back by popular demand it will be held in time for the club cruise.

Winners this year and first prize was awarded to **Ed Stevenson and Lesley Wolf** in *Corky 111*. They

also won the special prize for the best presented entry, thanks to Lesley. **Peter and Jill Cox** in *Ingeborg* were second; the best powerboat was **Frank and Jean Scotti** *Come-A-Dore*; and honorable mention went to **Bernie and Fiona King** in *Samba* and **Tom Willison** in *Tomfoolery*.

Cups and Flags 2008

And the winners were –

Fifty trophies were awarded among 25 boats at the Cups & Flags' evening – the big night (and a fun event) of the year for the club's racing community. The weather throughout the season was varied but still had 27 active participants throughout the summer.

In Division One (Spinnaker) the club champion was **Gord Smith** on *Sundance* while Shark skipper **Peter Aker** in *Tiger Niles* dominated Division Two (Spinnaker). (Peter was awarded a tin of silver cleaner!) Both crews won numerous other trophies in their respective divisions. Meanwhile, Division 3 (White Sail) was taken by **Eric Emerson** in *Aqua Jewel*. **Krissy Davis** in *Spankin Mad* won the Ladies Series.

Fleet Captain–Sail Rob Lander put a new twist to the presentations this year by announcing the awards in a 'power point' presentation that listed the boats in order. (See listing below.)

The presentations were interspersed with calls for nominations for the Pete Petto award, an ugly trophy that goes to the crew that had the most embarrassing

incident during the season. There were half a dozen "incidents" from a navigator losing his way when using GPS, to "double bump" mishaps leaving the dock, leaving a boat in after haul out until it needed a chain saw to release it from the ice, race course collisions, and two "man over boards" on the same boat in a single race. New member and rookie sailor **Lesli Anawati**, in good humor, took the trophy after she was chosen based on audience applause.

On a much more somber note **Dick Bird** spoke on the presentation of a new trophy – the Gallant Skipper Award. It was awarded posthumously to **Ken Douglas**, a long time active club member and racing skipper who passed away a few days earlier. Ken was Fleet Captain-Sail back in 1967, won the first long distance Katy Gray race to Picton 40 years ago and later cruised in the area extensively including up to the North Channel.

Presentations to:

Mahseer – **John Boor**; 2nd Braidwood.

Grey Hound – **Andy Thomson**; 3rd Katy Gray.

J24 – **Dan Sprague/Tony McGarvey**; 3rd Series B, Div. 3.

Meggie J – **Tom Dolan**; 2nd Series A, Div. 2.

Panache – **Paul Knudsen**; 2nd Series A, Div.1.

Take Five – **Peter Simmons**; 2nd Pursuit Race.

Keitha M – **Brian Credico**; 1st Single Handed (Belleville Centennial Trophy.)



Sailing Director Rob Lander sorts out the club's huge collection of trophies

And the winners were – (continued)

Kraken – **Patrick O’Boyle Kelly**; 2nd Wills Cup.

Coure di Leone – **Geoff Martin**; 3rd Challenge Cup; 3rd Wills Cup.

Leading Edge – **Britt Earl**; Single Handed; 3rd Wills Cup.

Blue Heat – **Rob Legate**; 1st Series B, Div. 3 (Peterson Award); 1st Katie Gray (Bill Burns Trophy.)

Just in Time – **Mathew Jeffs**; 1st. Katie Gray (John Hickey Trophy); 2nd Series B, Div. 1; 2nd Frostbite Series.

Maneater – **Lesli Anawati**; 2nd Ladies Overall; 2nd Ladies Distance; 3rd Ladies Course.

Chiquilla – **Martina Escudero-Wolf**; 2nd Ladies Course; 3rd Robb Cup; 3rd Ladies Overall; 3rd Ladies Distance.

Spankin Mad – **Krissy Davis**; 1st Ladies Overall (Lucretia Trophy); 1st Ladies Course (Imperial Optical Trophy); 1st Ladies Distance (Keeble Sails Trophy.)

Tic Tac Teau – **Glenn Coates**; 1st. Wills Cup (D.J. Williams Trophy); 2nd Series A; 2nd Series A & B Overall; 3rd Robb Cup; 3rd Club Championship.

Shagreen – **Rob & Kim Lander**; 2nd Series A & B Overall; 2nd Challenge Cup; 2nd Robb Cup; 2nd Katie Gray; 3rd Club Championship; 3rd Series A; 3rd Series B; 3rd Double Handed; 3rd Pursuit.

Grayling – **Hugh Cooke** – 1st Series B (BQYC Plaque); 1st Frostbite Series (Frostbite White Sail Trophy); 2nd B of LE Trophy; 2nd Club Championship (Centennial Trophy); 3rd Challenge Cup; 3rd A & B Overall.

Quinte – **Mike Shaw**; 1st Braidwood (Elwood Wickerson Trophy); 1st Trenton Warm-Up (Jim Hughes Memorial Trophy); 2nd Brotherhood of Locomotive Engineers’ Trophy; 2nd Katie Gray; 3rd A & B Overall; 3rd Frostbite Series.

Spankin Mad – **Thomsons/Davis/Trueman**; 2nd Trenton Warm-Up; 2nd Katie Gray; 2nd Robb Cup; 3rd Club Championship; 3rd A & B Overall; 3rd Frostbite Series; 3rd B of L E.

(Continued next page)



Patrick O’Boyle Kelly and his crew enjoyed a good racing season



Lesli Anawati graciously accepts the Petto Award

Just Our Pace – **Richard Curtis**; 1st B of L.E (Burrows Cup); 1st Challenge Cup (Baxter Langman Trophy); 1st Series A (Ewart Jordan Trophy); 2nd Robb Cup; 2nd Wills Cup; 2nd Club Championship; 2nd Trenton Warm-Up; 3rd Braidwood; 3rd Katie Gray.

Dog Party – **Evan Sullivan**; 1st B of LE Trophy; 1st Wills Cup; Captain Series (Peterson Trophy); 1st Frostbite Series (Pusser’s 2nd Braidwood; 2nd Challenge Cup; 2nd A & B Overall; 2nd Club Championship (Bell Trophy); 2nd Double Handed; 3rd Robb Series A; 3rd Series B; 3rd Trenton Warm-Up; 3rd Katie Gray.

Aqua Jewel – **Eric Emerson**; 1st Club Championship (Maurice Trophy); 1st A & B Overall (Ladies Overall Trophy); 1st Robb (British American Trophy); 2nd Series B; 2nd Frostbite Series; Series A.

Sundance – **Gord Smith**; 1st Club Championship (Commodore’s Trophy); 1st Series A & B Overall (Doug Smith Trophy); 1st Series A (J. F. McKinney Trophy) 1st Series B (BQYC Plaque Trophy); 1st Challenge Cup (Challenge Cup Trophy); 1st Robb Cup (Robb Cup); 2nd B of L.E.; 2nd Wills Cup; 2nd Fleet Captain Series.



1st Fleet Rum;
Cup; 3rd
Rollins Cup
3rd

Injured Skipper Evan Sullivan of Dog Party accepts his award from Rob

Tiger Niles – **Peter Aker**; 1st Club Championship (Canada Cement Trophy); 1st Series A 7 B Overall (Quinte Broadcasting Trophy); 1st Series A (Belleville Waterfront Trophy); 1st B of L.E. (George Weymark Plaque; 1st Braidwood; 1st Challenge Cup (R Bird Trophy); 1st Robb Cup (Adamson Trophy); 1st Wills Cup (Canadian Olympic Trophy); 1st Double Handed (Corvette Class Trophy); 1st Pursuit (Canadian Hansen Trophy); 1st Trenton Warm-Up (Jim Dallas Trophy); 1st Katie Gray (Katie Gray Trophy); 2nd Series B; 3rd Fleet Captain Series.

KEN’S LAST SAILPAST

The last Sail Past in which Dr. Douglas participated was Sail Past 2008. Ken was the guest of Carol Anne, SummerAngel, and me. We began the occasion treating Ken like a porcelain figurine. Carol looked after the sails, I helmed, Ken sat quietly fidgeting. Two tacks from the salute, Ken asked if there was anything that he could do to help. My answer to this question, regardless of circumstance, is a reflex ‘yes’. And so it was decided that Carol would work the sails, Ken would perform the actual salute, and I would helm.

Ken stood ramrod straight even though Summer Angel was on a significant heel. He snapped off a perfect parade-ground salute that would have been the envy of Alec Guinness (Bridge on the River Kwai). For SummerAngel, the formal part of Sail Past 2008 was done.

We fell off towards the east. Ken sat quietly fidgeting. SummerAngel did her best to impress her guest. So did we. Carol asked Ken if he would like to helm. Ken moved from where he was to where he wanted to be - with alacrity. I sat quietly. I didn’t fidget. The Skipper was at the helm. We sailed off towards the east while the sands of that day trickled silently away. Too soon, we all agreed that it was time to turn for home. Ken took us on a close hauled course along the north shore, coincidentally, that’s where the hospital happens to be.

At some point, Ken asked how he was doing (as a helmsman). I explained that it takes a bit of practice to get used to a 48” wheel on a 30’ foot boat. That was the last time that the telltales moved. Ken was in the groove and so was SummerAngel.

There is a tearing/gurgling/effervescing/bubblepopping sound that occurs at the interface between the stem of a boat and the water that she is slicing through when a boat is being helmed very well. It’s a sound that can make even the most jaundiced of us feel part of our Natural World and sometimes even part of a Caring Universe. That sound was there that day as Dr. Douglas sailed us on our way. Then it was over. And now Ken is gone.

Ken’s last Sail Past was Sail Past 2008. And for our forever, Carol and I will say, “Dr. Douglas was our guest that day; he helmed our boat; Ken sailed SummerAngel home”.

SAILING IN AUSTRALIA
No winter 'blahs'. They sail all year round
 By David Towill

While boat owners here are busy with lift-out and preparing their boats for winter, sailors down-under are getting ready for another season of racing. Most Aussies sail all year round and only lift-out for cleaning and maintenance.

I arrived in Melbourne on Oct. 1st where they are enjoying spring to visit relatives and friends. In the 14 days I spent in Victoria I managed to visit interesting national parks such as Wilson Promontory. It has 50,000

hectares of wilderness and golden beaches but they were deserted. The reason

may be that it's a long distance to get to them. The lighthouse is on a breath taking coast but it's worth the 18 kilometer hike. I stayed over night as Wilson Promontory is the most southerly point of the mainland of Australia. On my return I knew that I had missed out on even more spectacular scenery in another park. Tarra-Bulga is well worth the visit to see the giant trees and ferns and its famous birds such as Kookaburras and Lyrebirds.

Before I left Victoria I had made up my mind to sail in Port

Phillip Bay. I introduced myself at the office of the Royal Yacht Club of Victoria in Williamstown, an area loaded with history and great places to eat. I met the enthusiastic skipper of the *Eneseay* and his crew, two Aussies and three Brits for a Monday evening race. There was a fair wind for the race plus the smell of the sea and a wonderful view of the Melbourne skyline.



An ambition achieved! Dave sailed with a hot boat and crew in Sydney Harbour with the Cruising Yacht Club of Australia. Again, in a much larger fleet, they came in third

I believe we came in third but there were only three boats in the race! After the beer, chips and chat below deck I gave them our club pennant and a

history of BQYC. I'm hoping to e-mail this article to their club and perhaps it will find the skipper and his crew.

Leaving Victoria I took the bus to Sydney and then a train to Katoomba in the Blue Mountains west of the city. The Grand Canyon of New South Wales has spectacular scenery

and challenging hikes. The weather was great and I enjoyed three days of touring before

heading back to Sydney.



Big boat sailing. Dave crewed on Eneseay with a make-up crew from the Royal Yacht Club of Victoria. They finished third.

What sailor would not want to sail in Sydney Harbour? At the Cruising Yacht Club of Australia in Rush Cutters' Bay, founders of the famous Sydney to Hobart yacht race, I met **Leslie Hunter**, a very competent skipper who took me and four 'wannabee' sailors on board and turned us into a winning team.

With a 10-15 knot breeze, a choppy sea and a fleet of 15 to 20 boats we came in third. I managed to get some photographs of the race, our crew and that famous 'coat hanger' Sydney Harbour bridge in the background.

Again, promoting our club around the world I presented our club pennant and history to the CYCA!

So ended my trip to Australia. My aims and objectives had been met but there is no place like home. Anyway, it was starting to get cool – 12C on my last day.

Now I'm looking forward to new adventures!

In the last 'On Board' Jill and Peter told about their visit 'back home' to participate in the 100th anniversary of the White Boats on Wroxham Broad in which 68 boats competed over three days. Peter worked for the official White Boat designer and builder before coming to Canada in 1967.

While in Broadlands they hired a sailing yacht and visited some of old haunts they knew so well before coming to Canada. Here'

A five-day holiday on the Norfolk Broads

By Jill Cox

“Ready about – lee o!”
Twenty seconds later – “Ready about – lee o!”

Again and again, these rivers are very narrow!

In spite of having lived on boats for many years (Jill – 17 years, Peter 6 years), we had never had a Broads holiday. This was our chance and we hired a boat from very good friends who own a boatyard/rental business at Upton.

For five wonderful days we enjoyed sailing *Bootlegger*, a 30-



Bootlegger was a veteran yacht but still in first class condition

foot gaff rigged Broads type (low freeboard, shallow draft) 83-year-old wooden boat. She was

previously privately owned and has been kept in immaculate condition – you have never seen varnish like it – and is well equipped. All we had to take extra was wet weather gear (only needed it once!) All bedding, cutlery, china (it was), pots

and pans were supplied and our friends even put a bottle of wine in the cooler! We bought groceries and then were ready.



The rivers are narrow but the shoreline is usually reeds.

After being shown how everything worked, we motored (nearly all Broads sailing boats now have engines) down a very narrow dyke to the River Bure. Couldn't wait to hoist the sails and get going. Just

like old times – hand on the tiller and a grin from ear to ear. Hard work, though, no winches and not much extra purchase on the mainsheet for hauling in the huge sail.

Passing familiar landmarks we soon reach the River Ant, quite a bit narrower than the Moira River in Belleville. With the wind against us we motored. Our first bridge in sight – tie to

the bank – lower the sails – release the boom jaws – remove the fore hatch – gently lower the mast on to the crutches on the after counter. Easy! Motor through the bridge and do the whole thing in reverse.

We then continued on up the Ant, through Barton Broad to Stalham and a mooring for the night. Since we lived in the area, many changes have been made. Many of the river banks have been shored up to prevent erosion and safe, free 24-hour moorings are provided.

Continued next page.

A five-day holiday on the Norfolk Broads (continued)

The boats have changed too; rental motor cruisers are big and wide but the hirers seem to have been well instructed and keep close to the bank. There is a very interesting Museum of the Broads in Stalham that we enjoyed visiting.

Back next day to Barton Broad and a side trip to Barton Turf for the night. Friends met us there and took us out to dinner. We sailed back down the Ant with a following wind, the boom just clearing the reeds and trees in the narrow river.

About the Norfolk Broads

The Broads are a network of more than 200 miles of waterways on the east coast of England and about 100 miles north of London. They were formed a thousand years ago when peat was dug for use as a fuel in heating and cooking. Over the centuries water levels rose and the peat diggings became flooded, creating shallow lakes or 'broads' which now form Britain's finest wetland. There are over 40 Broads, though 30 of them are either very small or un-navigable. There are hundreds of kilometers of rivers and man-made dykes connecting them. However, only some 137 miles are navigable. All of the Broadland's rivers empty into the sea at Yarmouth; the Bure and its tributaries, the Ant and the Thurne from the north, and the Waveney and the Yare with its picturesque little tributary, the Chet in the south.

After negotiating Ludham Bridge again, our next stop was Horning where we had lived for many years. Oh, the changes and in our opinion, not for the good. Every square inch of river bank now built on. (Have you ever read Arthur Ransome's Coot Club?)

We sailed back to Upton via Ranworth and South Walsham Broads, spending the last night on a free mooring at Thurne Mouth.

Altogether a splendid journey back 'home' and we loved every minute of it. The boat was comfortable and easy to handle and our friends so hospitable. Strangely, though, distances seemed to have shrunk!

THEY MADE IT TO THE BAHAMAS!

In mid-October two club boats left for the long trek south to warmer climes in the Bahamas. **Dennis and Sandy Gill** in *Phase 11* were making the trip for the first time but this was the second trek for **John Boor** who was sailing solo in *Mahseer*. Their progress through the canals, a stopover in New York and the Annapolis Boat Show and then the long stretch through the Inter Coastal Waterway have been reported to club members in a series of reports by Sandy and Dennis. The trip has not been without incidents – inclement weather, dead heads, a fire on board - but they made it to the Bahamas.

This is their seventh report (*a bit condensed – Ed.*) from Phase 11's log. It will be the last for awhile as the boats will be docked at Ocean Reef Yacht Club & Resort in the Bahamas for the

next 1 ½ to 2 months. Sandy and Dennis will be returning home for Christmas but John has decided to stay in warmer climes for the holiday.

* * * * *

Nov.26th. Had to do a few chores around the boat before leaving, so we didn't depart the anchorage until 0755. It was a cool morning but the afternoon was finally what we expected Florida to be. This afternoon we were called on the radio as we passed a boat and asked if Dennis Gill was aboard. Barry Orchard, a long time BQYC member who moved to Florida about 12 years ago, was on the other boat. We had a nice chat.

We arrived at Rock Point on the Indian River in Florida at 1500 hours and anchored. Hoping to get a window in the weather for making the crossing to the Bahamas. Looks like tomorrow and next day will be

good but still have two days to our point of departure for the crossing. (*continued next page*)



Hot tub heaven. Life is pretty good at Ocean Reef

Bahams (continued)

Nov. 27th. Saturday may provide the opportunity to cross to the Bahamas. We can get our final provisions at Lake Worth before crossing and if the conditions are right, start the crossing very early.

Overnight at Jensen Beach which leaves about 28 miles to Lake Worth.

Nov. 28th. It has been a long day but will get longer. Arrived at Lake Worth at 1310 and took the dinghy to shore to buy final groceries. We then refueled and moved about 3 1/2 miles south to an anchorage just inside the Lake Worth inlet. We leave from here to cross to the Bahamas tonight since the weather appears OK. If we don't go tonight we



Underway down the ICW in Florida

may not get another weather window for some time.

Nov. 28/29 Left the anchorage at 2000 hours to start the crossing. Wind light from SE and waves about 2 feet. Sandy was initially a little out of her comfort zone as she had not done any real night sailing. However, as time went on she got used to it and we had a fairly pleasant but long crossing.

We tried using a navigation technique we read about in a couple of books which suggest your steer a bearing a little south of where you want to go,

then, as you get into the gulf stream, the stream takes you north to your destination. Unfortunately this did not work for us as we continued to get further south of our destination without any northerly influence from the gulf stream. Once we got a little more than half way across we decided to set a course straight to West End, Bahamas. This increased our speed significantly as we picked up the stream's current.

As we approached West End we were greeted by several dolphins. Arrived at West End at 0730 where we met by a marina employee who gave us the paperwork for customs and immigration. We cleared with no problems.

The 26-mile trip to Ocean Reef Resort was the worse part of the trip so far with the wind blowing at 20 knots gusting to 25 and seas

five to six feet and more, making the boat pitch, yaw, pound and on occasion bury the bow. Felt like a cork in the ocean.

Arrived at 1420 at Ocean Reef and met by relatives and friends. What a lovely spot to spend the next five to six weeks. It is finally warm, the water is a beautiful azure blue and the neighboring boaters are very friendly. After being up for about 38 hours it was nice to finally get some sleep.

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Sailing School Update

Another successful season. Preparing now for 2009

Once again **Daniel Sprague** has provided a winter home for the Laser fleet as well as two inflatables. Daniel and some of his staff also took care of transporting the boats. Thank you Daniel!

Those of you who have been around BQYC for awhile will remember the storage rack for masts that instructors had built in the ceiling of the sailing school shed. With the advent of Operation Nutshell in December of 2007, the rack had to be removed to make room for the work area. The masts were moved to an improvised rack outside – picnic tables! This did not provide for a very organized method of storage. Rather than stand back and be critical, **Glenn Coates** took it upon himself to design and build a substantial rack on the outside west wall of

the sailing school shed. I wonder how he is with a garage? Thank you Glenn.

Plans are underway for Operation Nutshell 2008. **Nick Hancock** has offered to organize the project and there are some able bodies stepping up to assist. Thank you Nick!!

The 2008 season has been a success in many ways and only because of the many people who volunteered and made a positive contribution. There are challenges ahead but I am optimistic that with planning and continued support the BQYC sailing school will flourish. Thank you to the many people who contributed to a successful season.

Michael Krock,
Sailing School Director



Nutshellers All! They've got a busy season ahead getting the fleet of dinghies – mainly Nutshells and Albacores - ready for another tough season next year. From left Barry Deans, Peter Savidge, Ted King and Nick Hancock. Peter Cox, who took photograph, is the "technical advisor."



Mike Bratty, once again, has taken the school's outboards home for the winter and a thorough check up. They lead a tough life for two busy summer months.