



"ON BOARD"

Newsletter of the Bay of Quinte Yacht Club

Dec
2009



Founded 1876

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Message from the Commodore

by Frank Scotti

Greetings to everyone! In beginning my new term as Commodore of the Bay of Quinte Yacht Club, I would like to thank everyone for their congratulations and offers of support. It is humbling in the extreme to be so honoured. I look forward to my term with what I consider to be a very capable and exciting board, one which I am sure will work together in close harmony for the betterment of the club and its members. There are many issues to be recognized, examined and resolved and I am confident that this will be done.

The Christmas and New Year season are upon us and with it the scurry and bustle that at times leaves us exhausted and looking forward to those quiet times aboard our vessels. To those of you moving to warmer climes for the winter I wish you many sunny and warm days of enjoyment and relaxation. For the rest of us hardy souls choosing to face the rages of winter's icy blast I can only say cheer up, it's only five months till lift in. Meanwhile, we can enjoy each other's friendship and camaraderie at the many club functions planned and executed by our very capable Entertainment director and her committee and by the many members who plan and put on functions for our enjoyment and pleasure.

My wishes to you all for a very Merry Christmas and a Happy New Year!



The Board 2010

Here is the list of Board members for 2010.



FLAG OFFICERS:

Commodore	Frank Scotti
Vice Commodore	Dave Klenavic
Rear Commodore	Richard Melvin
Fleet Captain Power	Dave Valcamp
Fleet Captain Sail	Andy Thomson
Treasurer	Tom Dolan
Past Commodore	Pat Holcombe

DIRECTORS:

House	Susan Smith
Bar	Trevor Waller
Grounds	William Still
Bulletin	Alistair Thomson
Sailing School	Tony McGarvey
Secretary	Hazel Lloyst
Entertainment	Pat Press

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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:

Friday February 5, 2010

Surprising News about Marine Fuel and E10

By Jim Bell, Administrative Officer, Belleville Harbour Supervisor

It has been my understanding that all fuel, sold in Ontario, contains 10% Ethanol (E10). I was also of the understanding that our fuel supplier was delivering mid-grade fuel, containing E10, to our facility at Meyers' Pier, over the past season. While checking proper procedure for winter storing of gasoline and diesel fuel, I discovered some interesting facts about our gasoline that I would like to share with you.

As you may know, E10 is a replacement additive introduced to lower exhaust emissions in automobiles. According to my discussions with our local fuel distribution depot, there was not enough E10 fuel available to supply all of Ontario. The available fuel was distributed to higher populated areas, namely the "golden horseshoe", until more E10 fuel could be produced, which will happen in 2010.

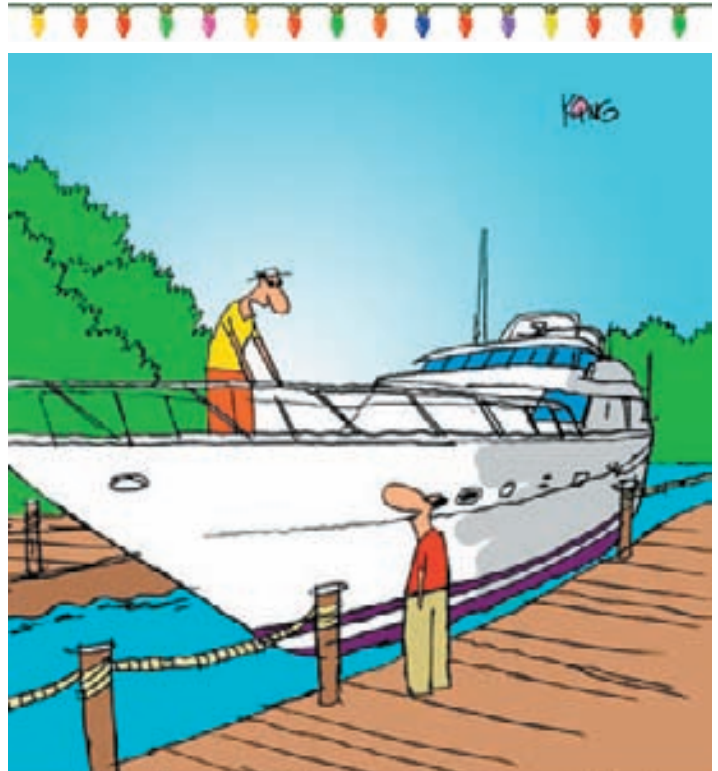
So, what does this mean? Firstly, all fuel pumped over the past summer, at Meyers' Pier, did NOT contain E10. If you have followed the adverse effects experienced by boaters using E10 fuel, through numerous articles written on the subject, you may have wondered why you, and other local boaters, were not effected. The answer? It hasn't hit us yet.

In other boating areas that are now using E10 fuel, such as Lake Simcoe, boaters, having received their first tankful of E10 fuel, experienced plugged fuel filters almost immediately. Why? Ethanol is a solvent, which quickly dislodges any contaminants within the fuel tank/lines, which then accumulates in the fuel filter/separators stopping fuel flow to the engine(s).

Marinas, who had received their first supply of E10, report having to tow vessels back to the shop for filter replacements. Secondly, only REGULAR fuel (87 octane) contains Ethanol. Premium fuel (91 octane) does NOT. Marinas, traditionally, pump mid-grade (89 octane). Boat engine manufacturers recommend mid-grade with a rating of 89 octane. Many boaters have often used premium fuel, also known as "high test", for better performance.

To complicate things even more, fuel containing Ethanol does not mix with fuel that does not contain Ethanol. This eliminates the availability of Mid-grade fuel, which was simply regular fuel mixed with premium fuel, (50/50) by the supply depot, while filling fuel delivery trucks. The bottom line? Boats require higher octane ratings than regular fuel provides. And, if you have a choice between using fuel with Ethanol, or no Ethanol, it would make sense to go without Ethanol.

The solution? Marinas are now opting to supply Premium fuel to deal with the issue. Next season we will supply boaters with Ethanol free, Premium fuel. Cost will be higher but it's really the only way to go.



I was able to pay for the boat OK, but I can only afford to take her out once every three years...

Bar News

By Trevor Waller

Merry Christmas and a Happy New Year to all of you.

I wish to thank all of you for all your support in the last year. It is having your participation in the club that has made it such a successful year. I look forward to another year as your Bar Director.

We now have a new glass washer which is going to be installed on Saturday 13th Dec.

I am arranging a meeting early in January with a new Computer Business company who have an accounting program similar to the one I have been looking at for our P.O.S. cash register, It sounds like a good program at a reasonable price, We will see.

That is it for now. My family and I wish you all the best.

Nautical Definitions

by Alistair Thomson

Some of you, particularly those who haven't done a lot of time on the water, may be wondering what some of those frequently-heard nautical terms actually mean.



Well, for your edification and delight, here is the definitive dictionary for sailors



Amidships - condition of being surrounded by boats.

Anchor - a device designed to bring up mud samples from the bottom at inopportune or unexpected times.

Anchor Light - a small light used to discharge the battery before daylight.

Bare Boat - Clothing Optional.

Beam Sea - A situation in which waves strike a boat from the side, causing it to roll unpleasantly. This is one of the four directions from which wave action tends to produce extreme physical discomfort. The other three are 'bow sea' (waves striking from the front), 'following sea' (waves striking from the rear), and 'quarter sea' (waves striking from any other direction).

Berth - a little addition to the crew.

Boat ownership - Standing fully-clothed under a cold shower, tearing up 100-dollar bills

Boom - sometimes the result of a surprise jibe.

Boom - Called boom for the sound that's made when it hits crew in the head on its way across the boat. For slow crew, it's called 'boom, boom.'

Bottom Paint - what you get when the cockpit seats are freshly painted.

Calm - Sea condition characterized by the simultaneous disappearance of the wind and the last cold beverage.

Chart - a type of map which tells you exactly where you are aground.

Clew - an indication from the skipper as to what he might do next.

Companionway - a double berth.

Course - The direction in which a skipper wishes to steer his boat and from which the wind is blowing. Also, the language that results by not being able to.

Cruising - Getting your tools out and fixing your boat in exotic locations.

Crew - Heavy, stationary objects used on shipboard to hold down charts, anchor cushions in place and dampen sudden movements of the boom.

Current - Tidal flow that carries a boat away from its desire destination, or towards a hazard.

Dead Reckoning - a course leading directly to a reef.

Deadrise - getting up to check the anchor at 0300.

Deviation - any departure from the Captain's orders.

Dinghy - the sound of the ship's bell.

Displacement - when you dock your boat and can't find it later.

Estimated Position - a place you have marked on the chart where you are sure you are not.

First Mate - crew member necessary for skippers to practice shouting instructions to.

Flashlight - Tubular metal container used on shipboard for storing dead batteries prior to their disposal

Fluke - The portion of an anchor that digs securely into the bottom, holding the boat in place; also, any occasion when this occurs on the first try.

Foul Wind - breeze produced by flying turkey.

Freeboard - food and liquor supplied by the owner.

Gybe - A common way to get unruly guests off your boat.

Headway - what you are making if you can't get the toilet to work.

Head up - Leaving the boat toilet seat up. When boat skipper is female, leaving the head up is a serious offence.

Heave-Ho - what you do when you've eaten too much Ho.

Jack Lines - 'Hey baby, want to go sailing?'

Jibe - either you like it or you don't and it gets you.

Keel - term used by 1st mate after too much heel by skipper.

Ketch - A sailboat with good wine in the cabin

Landlubber - anyone on board who wishes he were not.

Latitude - the number of degrees off course allowed a guest.

Mast - religious ritual used before setting sail.

Mizzen - an object you can't find.

Motor Sailer - A sailboat that alternates between sail/rigging problems and engine problems, and with some booze in the cabin.

Noserly - What to call the wind direction when it comes from where you're going

Ram - an intricate docking maneuver sometimes used by experienced skippers.

Rhumb Line - two or more crew members waiting for a

drink.

Sailing - The fine art of getting wet and becoming ill, while going nowhere slowly at great expense.

Schooner - A sailboat with a fully stocked liquor cabinet in the cabin

Sheet - cool, damp, salty night covering.

Shroud - equipment used in connection with a wake.

Starboard - special board used by skippers for navigation (usually with "Port" on the opposite side.)

Swell - a wave that's just great.

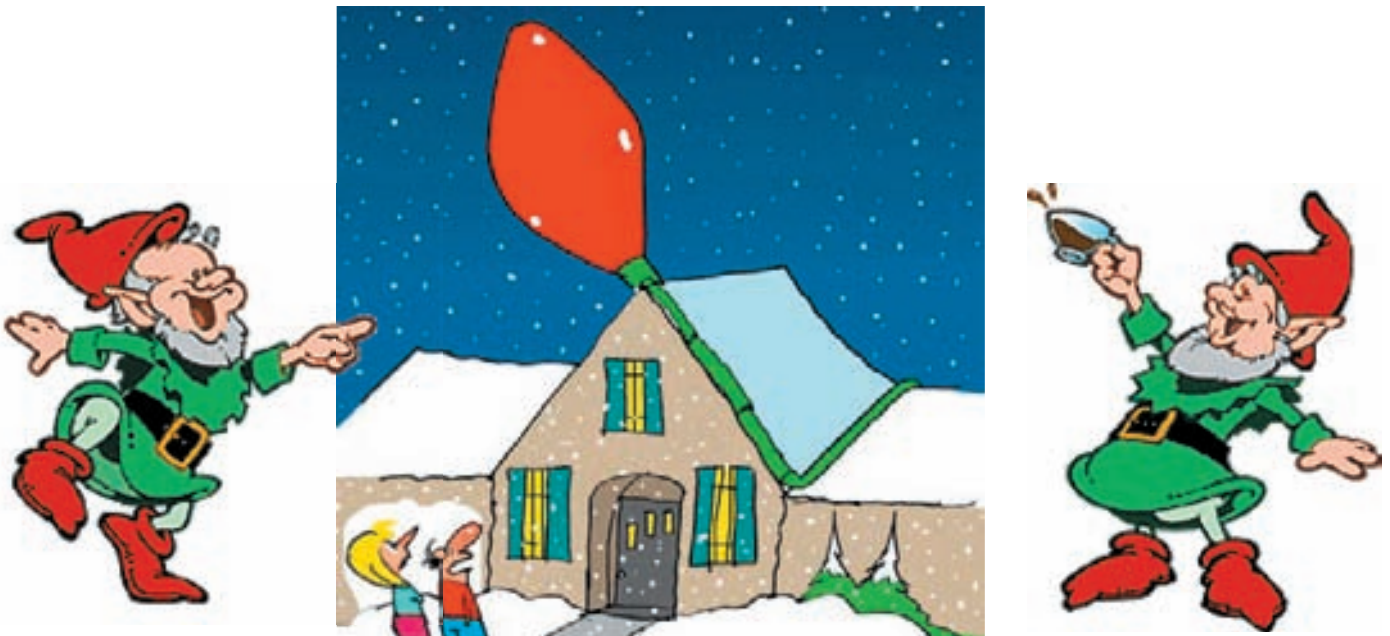
Square Rigger - a rigger over 30.

Sloop - A sailboat with beer and/or wine in the cabin.

Tack - A maneuver the skipper uses when telling the crew what they did wrong without getting them mad.

Yawl - A sailboat from Texas, with some good bourbon stored down yonder in the cabin

Zephyr - Warm, pleasant breeze. Named after the mythical Greek god of wishful thinking, false hopes, and unreliable forecasts.



I've been so busy winterising the boat that I had no time to put up lots of fiddly little lights...

CPS - Bay of Quinte Squadron Courses

by Don Quibell

Registration for the Canadian Power Squadron Winter courses takes place at BQYC on Tuesday December 15, 2009 and Tuesday January 5, 2010 from 7:00pm until 8:30pm.

The following public courses are offered:

Boating Course

(This includes the Pleasure Craft Operator Card, which is now a mandatory requirement for all operators of powered vessels)

Boat and Engine Maintenance

Seamanship

Global Weather

(It is recommended that course participants have already taken the Fundamentals of Weather course)

All courses are offered subject to sufficient enrollment. If you cannot attend registration, please call in advance to 613 969 9612 or 613 966 9051.

Speaker's Night

by Dale Holland

The Bay of Quinte Power Squadron is hosting a speakers night on January 28 at 1900 at the Bay of Quinte Yacht Club. Guest speaker for this evening is John Wannacott. John has been aboard the Dagmar A in the Arctic and North Atlantic several times.

The DAGMAR AAEN was built as a fishing cutter in 1931 in Denmark. The hull was built out of six cm oak planks and oak frames.

All Bay Of Quinte Yacht Club members are invited. Cost is \$5 per person, payable at the door.

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Rear Commodore's Report

by Richard Melvin

It has been a very busy first week in this position and I have established a new rapport with my computer!

Invoices for 2010 are in the mail and should arrive to members soon. Many thanks to Sue Smith for help guiding me through the process and to the mail stuffing team of Dave Klenavic, Pat Press, Frank and Jean Scotti, Susan Melvin and of course Sue Smith.

The committee to review club membership is up and running. Response to join this committee was very quick.

We are pleased to welcome David Burns and Linda Pearson as new members to our club. Linda is the daughter of clubmembers John and Margaret Pearson who have been sailing these waters for many years. David and Linda hail from Toronto and are in the process of moving to this area. They own a CS Merlin '36 and are interested in racing. Welcome guys!

A very Merry Christmas to all clubmembers.

Entertainment at BQYC

by Pat Press

It's now 15 days to Christmas! Where has the year gone?

The AGM has come and gone and I must be crazy but I'm again in the "hot seat" for Entertainment. Having said that, however, I did enjoy this past year. It really is a learning process! I do want to say "thank you" to all the folks who put on dinners for the Club and all the people who volunteered their help. This is really a true testament of how much the members enjoy their Club!

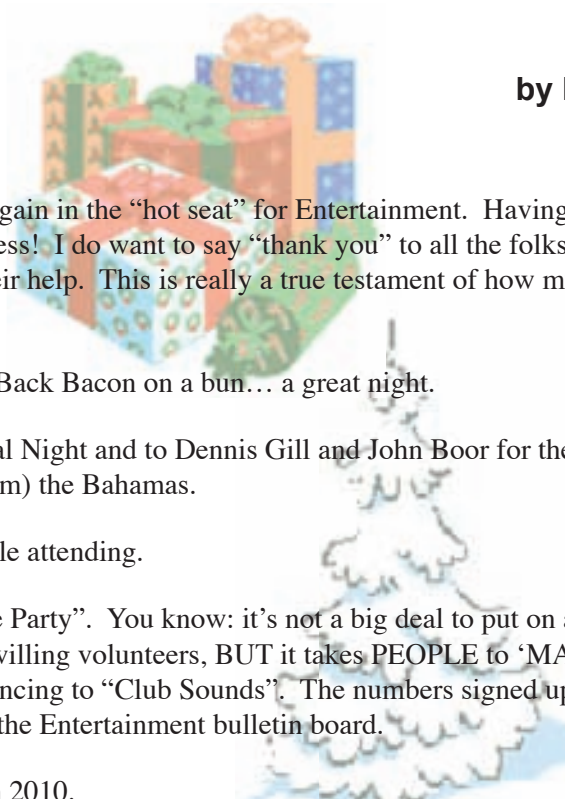
At this time, I'd like to thank my crew who helped put on the Back Bacon on a bun... a great night.

Thanks go also to Sue Jordan and her crew for the International Night and to Dennis Gill and John Boor for their very enjoyable and informative presentation of their trip to (and from) the Bahamas.

The annual Christmas party was a sold out event with 85 people attending.

To close down 2009 at BQYC, we're having a "Potluck House Party". You know: it's not a big deal to put on a "party" - all that's needed is imagination and hard work by a team of willing volunteers, BUT it takes PEOPLE to 'MAKE' a "party" and that's what we're doing on New Year's Eve!!! Dancing to "Club Sounds". The numbers signed up to attend are growing, so, if you want to "party" the sign up sheet is on the Entertainment bulletin board.

Jack and I wish you a very Merry Christmas and all the best in 2010.



A BIG THANK YOU.
by Trevor Waller

Many thanks to Sue Jordan and Nancy Press for putting on a great Ladies night at the club, They raised \$200 for the Christopher Waller Junior sailing fund, My thanks to all of you who supported this event.

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Santa doing a good impression of Bill Still