



Founded 1876

"ON BOARD"

Newsletter of the Bay of Quinte Yacht Club



Feb
2008

P.O. Box 20110, Belleville, Ontario K8N 5V1. Telephone (613) 966-5931, Toll Free 1-877-304-4428
E-mail: bqyc@bqyc.org Website: www.bqyc.org

Commodore's Report

Discussions on-going with city. Exciting news soon

Belleville Mayor Neil Ellis had an encouraging message for the club.

On behalf of Dawn and myself I would like to wish you all a happy New Year.

Our New Year's party was a rousing success and the New Year's Day levee was well attended by club members.

Mayor Neil Ellis spoke about future co-operation between the club and the city and the seven city councillors in attendance were very positive for 2008.

We are having some interesting discussions with the city and hope to have some exciting news for club members in the near future.

At the levee the **Town Crier Bruce Bedell**, along with **Pipe Major Beth Cleaton** of 413 Wing Pipes & Drums based in Brighton, helped introduce our 2008 officers and directors.

The start of the 2008 boating season is fast approaching and one of the early signs is the Toronto Boat Show. Once again the bus trip was a great success thanks to organizers **Fiona and Bernie King**. It's the venue where we can purchase fabulous boat stuff that we don't need at incredible prices!

Meanwhile **John Boor, Peter Cox** and their crew of volunteers are busy refurbishing the sailing school's fleet of veteran Nutshell dinghies. If you have the time they need

volunteers since many hands make light work.

Also, our committees that support our directors are in need of a few good bodies. All help is most welcome. We are a self-help club and all volunteers are greatly appreciated.

Again, wishing you all the best for 2008.

Pat Holcombe, Commodore

*Be sure to visit our newly designed website!
www.bqyc.org*

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AT PRESS TIME

How do you prefer to receive the club's bulletin 'On Board?'

As a hard copy or via the club's website? (Note that recent issues of 'On Board' are posted today on our web site: www.bqyc.org. Take a look!)

Certainly it would be more economical for the club if at least some members would just as soon receive 'On Board' through the web site, with email notification.

I would like to know.

Most members, but certainly not all, have e-mail, yet from my informal surveys many still enjoy receiving the hard copy. The next issue we will have a survey form to hopefully find out members' preferences.

Meanwhile, if you have stories, events or news items give me a call at 613 962 2730 or e-mail to hancock@magma.ca. Thanks. N.JH

In Memory of Rosemarie Lawson

On Tuesday, December 11th, a celebration of Rose's life was held at BQYC with a gathering of family and friends. I was pleased to see that it lifted Bill's spirits a little knowing how loved and respected she was by all those present.

It was Rose's wish that in lieu of flowers being sent that donations instead should be made to the Christopher Waller Memorial Fund. In keeping with her wishes this was done and more than \$2,000 was generously given and gratefully received.

I was deeply moved by this bequest of Rose but not surprised that such a wonderful person was thinking of other people while experiencing a very distressing time herself.

I am sure that if there are Angel Wing Clubs in heaven that Rose will be running it with the same compassion and love as she did as commodore of BQYC.

Thank you all for your donations.
Sincerely Trevor Waller

AROUND & ABOUT

Ernie Colbourne, a long-time member of BQYC, died a few days before Christmas. A past commodore of the club Ernie served on the board for a number of years including two as treasurer.

Our condolences to club member **Scott Moddle** whose wife Virginia passed away early in the New Year after a short struggle with cancer.

The club's precious fleet of Laser 2s has found a comfortable winter home thanks to new club member **Daniel Sprague**. Daniel and his wife Lisa have three children going through the sailing school. They not only offered warehouse space in their plant in Bloomfield but even collected the boats from the club.

Bar Director Susan Smith reminds members that the bar is now currently open for 'Regular Winter Hours'; that is closed Sunday and Monday and open Tuesday to Friday at 4.00 p.m. and Saturday from 1.00 – 7.00 p.m.

Operator Cards. Just a reminder that the Sept. 19th, 2009 deadline is fast approaching for you or your crew to have the Pleasure Craft Operator Card in order to legally operate your boat or motorized inflatable. Call 1 800 267 6687 or www.tc.gc.ca/Boating Safety.

How would you like to donate a **park bench** to the club? They cost-around \$67 plus tax. The board earlier approved the replacement of the aging benches on the club property and **Roger Poultney** has already made and donated one to the club. **Grounds Director Frank Scotti** has agreed to donate one and so too has **Gord Smith**. Five more are needed. A building bee is planned for the spring with construction according to Roger's templates.

If you're planning to cruise the **Rideau Canal** next year remember that it's now a World Heritage Site; and the first WHS in Ontario. It gained this prestigious status last summer from UNESCO and joins a select group of exceptional cultural and natural icons formally designated as being of outstanding value for humanity as a whole. Way to go – Rideau!

Volunteers Needed! **The Friday night 50/50 draw and Members' Draw** has been a popular, long standing tradition with the top often reaching the maximum win of \$1,000. Currently board members take turns to sell the tickets and count the winnings but they would appreciate some help. It's fun. So, if you're interested give **Bar Director Susan Smith** a call.

2008 ENTERTAINMENT SCHEDULE (*Put it on your fridge!*)

What's happening at the club this year?

Please note that the members' draw and the 50/50 draw will continue throughout the summer months and we will also be scheduling some informal Friday night events. The new **Web Page Calendar** (www.bqyc.org) is available for information regarding the entertainment schedule and will show those dates that have not been listed as soon as they are confirmed

Sat., Feb. 15th February Frolic
Steak Dinner/Dancing (Entertainment)

March

Sat. March 1st Chili Cook Off. Pool Tournament
Fri., March 17th Lasagna Dinner (Power Squadron)
Fri., March 21st Closed for Good Friday
Sat., March 22nd Easter Breakfast & Easter Egg Hunt
Fri., March 28th Turkish Dinner (Kim & Rob Lander)

April

Fri., April 11th A Mexican Dinner (Joan & John Boor)
Sat., April 19th Dinner Theatre (Julie Butler & Cast)
Marvelous Memories of the 1920s,
30s, 40s & 50s. Dinner & Show
Fri., April 25th Lounge Fare (Entertainment)

May

Fri., May 2nd Souvlaki (Sue Jordan & Crew)
Sat., May 3rd **LIFT-IN. Hot Dogs (The Press Crew)**
Fri. May 16th BBQ on Patio (May 24th Weekend)
Sat., May 17th Warm-Up Race to Trenton
Fri. May xx Annual Prime Rib Night (Ian Steele & Crew)
Sat., May xx Past Commodore's Dinner

June

Fri., June 6th & 7th Burrow's Regatta (Fleet Captain Sail)
Sat., June 14th SAILPAST

July & August

Tues. July 1st Canada Day. BBQ (Entertainment)
August Bus Trip to Gananoque
Dinner & Show at the Playhouse
Sat., Aug. 30th Katie Gray Race to Picton

September

Fri., Sept. 5th Ham on a Bun (Nancy & Richard Press)
Fri., Sept. Dinner

October

Fri., Oct. 3rd Dinner
Sat., Oct. Theme Night
Sat., Oct. 18th **LIFT-OUT. Lunch Provided**
Fri., Oct. 31st Wacky Nautical Night with Lounge Fare

November

Fri., Nov. 7th Tourtiere
Fri., Nov. 14th Members' 'Thank
You' Night
Sat., Nov. 22nd Commodore's Ball

December

Fri., Dec. 5th Members' Christmas
Party
Sun. Dec. 14th Children's' Christmas
Party

Fri., Dec. 19th Pot Luck, d'oeuvres
(Members)

and

Christmas Carols

Wed., Dec. 24th Members' Christmas
Eve & Bar

(Munchies)

Wed., Dec. 31st New Year's Eve
Dinner & Dance

Thursday, Jan 1st, 2008 *New
Year's Levee*

Also See the On Line Calendar for latest updates on our Racing Schedule (www.bqyc.org)

BQYC 2008 Race Calendar			PRELIMINARY			Revised: January 9, 2008	
	M	T	Wednesday	Th	Friday	Saturday	Sunday
				May 1	2	3	4
M	5	6	7	8	9	10	11
A	12	13	14	15	16	17	18
Y	19	20	A1*	22	23	Trenton Warm-Up	25
	26	27	A2*	29	30	B of LE*	June 1
J	2	3	A3*	5	6	Burrows	8
U	9	10	A4*	12	13	Burrows	15
N	16	17	A5*	19	20	Sail Past	Single/Double Handed
E	23	24	A6*	26	27	Braidwood*	29
	30	July 1	A7*	3	4	Braidwood*	6
J	7	8	A spare or FC1	10	11		Challenge Cup*
U	14	15	EYC Feeder	EYC	EYC at KYC	EYC at KYC	13
L	21	22	FC2	24	25		20
Y	28	29	FC3	31	Aug 1		Pursuit Race
A	4	5	B1*	7	8		10
U	11	12	B2*	14	15		17
G	18	19	B3*	21	22		24
	25	26	B4*	28	29	Katie Grey	Katie Grey (1)
Sep 1	2	3	B5*	4	5		7
B	8	9	B6*	11	12		14
E	15	16	B7*	18	19	20 InterClub Team Championship	21 InterClub Team Championship
P	22	23	FB1 or B spare	25	26	27	28 FB2&3 or FB1&2
T	29	30	Oct 1 FB3 if needed	2	3	4	5
O	6	7	Rabbit Start	9	10	11	12
C	13	14		16	17	-	19
T	20	21		23	24		26
	27	28		30	31		

Notes:
 "A" denotes Series A, "B" denotes Series B; "FC" denotes Fleet Captain Series; "FB" denotes Frost Bite Series
 * denotes a race that counts towards the Club Championship
 Wednesday evening races start at 18:30 May – August and at 18:00 September – October
 (1) An expanded format has been proposed to mark the 40th anniversary of the Katie Grey that includes a return race to BQYC on Sunday. (More details to follow)
 Cups and Flags will be held on Saturday, November 8th

Other Local Inter Club Races:
 Mowat Cup at PEYC on July 18th – 19th
 Scotch Bonnet at Presqu'île YC on July 19-20th
 Viking Regatta at PEYC on August 17th (date is tentative; may also include Sharks, Solings)

1. The single/double handed race will be June 16th, Fathers' Day, per tradition.
2. The Challenge Cup has been rescheduled to June 6th which provides for one weekend counter race in each of the race season.
3. The One-of-a-Kind will be a pursuit race. It has been renamed accordingly and rescheduled to July 27th.
4. A feeder race to Kingston for the EYC has been added on Wed., July 9th and the Fleet Captain Series race one has been rescheduled to accommodate it.
5. An expanded format has been proposed to mark the 40th anniversary of the Katie Gray Race that includes a return race to BQYC on the Sunday. More details to follow.
6. A Team Championship Regatta involving other local clubs has been tentatively scheduled for Sept. 21 – 22. More details to follow.
7. Cups & Flags will be held on Sat., Nov. 8th.
8. A list of other local club weekend races open to the BQYC fleet has been provided. More details to follow.

POWER BOATERS START PLANNING FOR SUMMER

My thanks to the club's power boaters who came out on January 31st to discuss our summer activities. Certainly it was not exclusive to power boaters but the opening item on the agenda was the club cruise. For the current status please see the accompanying article, 2008 Club Cruise.

We discussed activities in three categories. 1. Day events; 2. Overnights; and 3. Longer sojourns. It was felt that over the summer, with about two to three weeks advance notice, and with an eye as to the weather, some of the following could be organized, published and completed.

1. Day Events

- (a) Rafting afternoon in Sand Cove...swimming, socializing, return to BQYC for a 'Bring Your Own' barbecue.
- (b) Day to Weller's Bay...raft, dinghy to shore, beach activities...return.
- (c) Mini poker runs or a variation thereof... (boat rally...timing skills, marine knowledge)...local check points...BQYC, Meyer's Pier, Frazer Park in Trenton and other locations. Finish at BQYC with a BYO BBQ and prizes. It was thought this should be organized for July 1 in order to view the fireworks from the club's front lawn.

2. Overnights

- (a) Napanee...an early spring shake-down trip...tidal observations
- (b) Up the Trent-Severn Canal to Frankford.
- (c) Cobourg...theatre and restaurants
- (d) Picton...September's lobster festival at Currah's restaurant
- (e) Waupoos or Prinyer's Cove for great swimming and relaxing
- (f) Sodus Bay Yacht Club.

(3) Longer Sojourns

As these are major trips I would like to act as a clearing house to the club for any boater contemplating such as a trip and wants a 'buddy boat(s).'

- (a) Around the county
- (b) All the way up the Trent-Severn Canal for around three weeks
- (c) Around Lake Ontario
- (d) The Montreal, Ottawa River and Rideau Canal Triangle
- (e) Sojourn the Erie Canal, Hudson River to Manhattan (79th Street marina).

I look forward to discussing and refining these opportunities with you, ensuring that you are aware of your power boating activities over the summer.

Doug Ritchie, Fleet Captain Power

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Club Cruise 2008

French Festival in Cape Vincent gets the nod

As you may recall, in January three cruise options were sent out by e-mail to the club for consideration. Feedback suggested that the Cobourg cruise was the favorite. However, upon contacting the Cobourg marina I discovered that they will not take reservations. Consequently, Cobourg is a non-starter.

Further discussions suggested that the Gananoque trip via Cape Vincent would prove interesting. Nothing is final but a trend is emerging. The route provides excellent open water sailing areas and protected passages for most of the distances. What more could you ask for? I'll tell you.

It was felt that we should tie the cruise into the Cape Vincent French Festival. This is the path that I am investigating. Evidently, it is quite a show. Some details on the festival are that the 40th Annual French Festival will be held on Saturday, July 12 and Sunday, July 13th. The festivities on the Saturday include a pancake breakfast, crafts and exhibitors, a 50-float parade lead by Napoleon with eight bands and 50 units, fireworks at dusk and, of course, French pastries and breads. Just super for all of us skinny guys! (Choke).

Very little is happening on the Sunday. Cape Vincent has excellent dockage and facilities (some free for 48 hours), great restaurants and an

outstanding liquor store within a block of the harbour.

A tentative cruise schedule could be

Day 1. Prinyer's Cove. Distance 33 nautical miles or to Waupoos a distance of 46.7 nm


Days 2 & 3. Cape Vincent from Prinyer's Cove 25.6 nm or from Waupoos 31.3 nm. Activities the French Festival.

Day 4. Clayton 13.1 nm. Activities...Playhouse Theatre (Les Miserables playing) or to the casino and great restaurants.

Return to BQYC on your own – power about one day, sail around two days. Members may choose to leave or join the cruise anytime, anywhere and travel earlier or later.

A couple of important points. You need passports, I think, for entering the United States; I don't know how crowded the harbour gets at Cape Vincent as the French Festival is very popular. So, perhaps, an early arrival is essential. I will check it out. Keep tuned. E-mails and other information will be coming out.

Doug Ritchie, Fleet Captain Power



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Weather and Water Levels. It's hard to be optimistic!

By Doug Ritchie, Fleet Captain Power

Hold your breath but we could be launching in May with water levels that are 17 inches higher than our lift-out in October yet still 8 inches lower than at last year's launch. The forecasted range for early May is 16 to 35 inches higher than chart datum.

Although thankful for a cup of water under the keel/prop at any time, it appears that low water levels might be the norm for the summer months and then again at lift-out. Why?

There are several natural factors which affect water level fluctuations such as runoff, ground water, aquatic growth, meteorological events. However, the three main factors are precipitation, evaporation and ice retardation.

An historical examination of **precipitation** around Lake Ontario shows that for the last three decades up to 2002, we have had well above average precipitation. Precipitation runoff though contributes little to the level of the lake as the footprint for the lake's basin is very small, extending only six to 90 miles from the shore line. This area is miniscule

when compared to other major water systems. In fact, the surface area of the great lakes themselves account for one third of the great lakes basin.

Evaporation, the other main factor, is greatest in the fall and early winter when the lakes are relatively warm and the air above is cold and dry. The significance of evaporation is illustrated by the fact that on a sunny week over Lake Erie the amount of evaporation is equivalent to one third of the weekly volume of water flowing over Niagara Falls.

Historical averages show that the average evaporation from the lake surface is almost equivalent to the average precipitation onto the lake surface.

Over the past three years we have experienced much higher than average precipitation. Thus, if this trend continues the Municipal Property Assessment Corp. will be calling on all those residing on shore line properties to re-assess their property lines and one might think of investing in a prop shop.

LAKE ONTARIO

Expected water level for Feb. 1st, 2008 in feet.....	244.8
Chart datum in feet.....	243.3
Difference from chart datum in inches.....	+18
Difference from Jan 1st, 2008 in inches.....	+7
Difference from Feb. 1st, 2007 in inches.....	-9
Difference from long term monthly average level for February in inches.....	+1
Difference from highest recorded monthly mean level for February in inches.....	-26 (1952)
Difference from lowest recorded monthly mean level for February in inches.....	+33 (1936)
Projected change in levels by March 1st, 2008 in inches.....	0

Recorded data 1918 – present provided by NOAA; forecasted information provided by the Department of the Army, Detroit District, Corps of Engineers.

The Canadian Hydrographic Services, Fisheries and Oceans Canada also provide a projection of Lake Ontario's water level for future months in a graph format. In summary its chart is forecasting just slightly higher water levels in future than the U.S. Corps of Engineers which I attribute to our normal Canuck optimism.



Check this out! Have you seen water levels this low? Dick Bird late last season went for a short paddle and an even shorter walk to measure the water depth at the green Rush Bar mark near the south shores and just west of Massassaga Point. He didn't even get his feet wet! Dick says that in the 1930s George Weymark had a duck blind on Rush Bar

What's happening in the Great Lakes?

This past summer water levels were low on all of the Great Lakes. Lake Superior levels suddenly declined about two feet last fall but have started to come back up. Nevertheless, it sure has folks asking a lot of questions about the factors that influence water levels.

Since the Great Lakes are only a one per cent renewable resource, there is sound reasoning in wanting to understand what activities we humans are doing that can draw down water levels.

Most concerning is what has happened to levels in lakes Michigan and Huron. Beginning in 1999 they began dropping and have remained close to record low for seven years now. And predictions now are that they may exceed record lows in the next year. That has not happened on any of the other Great Lakes. And, during October, thankfully, Lake Superior levels began to rise – likely in response to increased precipitation.

To quote from the United States Army Corps' October water levels report "precipitation in October was above average over the Lake Superior and Lake Michigan-Huron basins while precipitation over the Lake Erie basin was below average."

But while Lake Superior levels went up, levels in lakes Michigan and Huron actually declined in October under the same increased precipitation conditions. In fact, lakes Michigan and Huron are predicted to be 15 inches lower by January 2008 compared to January 2007. That means by next summer we will likely see record low levels – up to a foot lower than last summer.

This raises serious questions in the minds of many people who wonder if there is something else that is a factor that needs serious review – the impact of ongoing erosion changing the St. Clair riverbed increasing the outflow and contributing to the low water level conditions.

The ecological implication for seven years of sustained low water levels for wetlands in areas where species cannot migrate out is very significant.

Not only are wetlands the kidneys of our water, they also provide essential spawning and nursery habitat for fish, reptiles and birds. Most of these wetlands species return to their same spawning areas each year. If they can't find it they simply do not spawn. So, this becomes a further threat to the already threatened fishery.

For boaters, seven years below chart datum means treacherous navigation on Georgian Bay's small craft channel. The Coast Guard has placed warning markers in some channels indicating less than the minimum six-foot depth. In some places this means large sailboats cannot get through and propellers get damaged.

There is a solution to low water levels on lakes Michigan and Huron and we hope that work underway by our governments will understand the need to place mitigation measures in the St. Clair River. They have been designed on at least three previous occasions when Michigan and Huron were lowered 16 to 18 inches due to navigation dredging. They can be placed in the very deep parts of the rivers where they are over 60 feet deep and will not interfere with navigation. Locks or full control gates are not needed. And, after a period of adjustment during the placement of submerged control measures, there would no impact on lake levels downstream. It now seems appropriate this could be done as a "do no harm" measure to protect the ecological integrity of lakes Michigan and Huron.

The International Joint Commission has the Upper Lakes Study underway looking at the St. Clair River first. However, they already looked at this in their 1993 Levels Reference Study and established extreme "crisis condition responses" for all the Great Lakes. Lakes Michigan and Huron, including Georgian Bay have been at or below the defined "crisis" levels (176.1 m) for the past seven years.

Reprinted from the Winter 2008 issue of 'The Water Line', the official bulletin of the Canadian Boaters Alliance – Ontario, PO Box 93512, Newmarket, Ont., (www.cbaontario.com)

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Trent-Severn Waterway *A cautionary note about water levels*

Boaters who are preparing to transit the Trent-Severn Waterway in 2008 should be very cautious when traveling through the system based on my experience in 2007.

Prior to starting my trip from Trenton to Georgian Bay I called the T-SW offices in Peterborough to ask about the minimum depth of the canal system since my vessel draws 4 feet, 9 inches. The attendant told me that there was “a minimum of six feet throughout the system.”

Considering we would transit the canal on the May 24th weekend, when water levels should be at their maximum level, and that we would be idling as we made our way due to the size of the boat, we started our journey believing water levels would be satisfactory to safely make our way to our final destination. Unfortunately, that was not the case. We struck bottom on three different locations – each case in mid-channel!

Based on my experience it is my opinion that the T-SW is not only in dire need of capital for repairs

to the locks and dams but also to dredge the system as well. In its current states this historical canal is now suitable for craft with a draft of no greater than 3 to 3.5 feet.

Randy Whaley

Member Canadian Boaters Alliance

Editor's Note. We made a transit of the Trent-Severn Waterway from Trenton to Midland back early in the 1999 season. Going up the system with nearly 5 foot draft we were alright but it was “tight” in many places. The biggest problem though was weeds; they're tough and dense even in the channels and we had to go over the side a few times to cut them away from our folding prop. Returning from Georgian Bay in late summer the boat traffic in the system had cleared most of the weeds but we touched/scraped the bottom many times and in mid-channel too.! NH

Operation Nutshell

Grab your coveralls, gloves and face mask and give a hand

The sailing school's six Nutshell dinghies are getting a major face lift this winter.

Hopefully you won't recognize the tough little work horses in the spring after they have been cleaned up, refitted and painted inside and out.

John Boor is heading up the project and during January he was there nearly every day. There are six volunteers and **Peter Cox** has given generously of his fiber glassing expertise to ensure the job is done properly.

In fact, it's reasonable to say at this point that the volunteers working on the boats will be very upset if they see the Nutshells being given a hard time next sailing school season. A lot of time and energy is being put into the clean-up project.

The centre of activity is the school's small shed which, after a lot of rearranging of gear, now has just

enough room to get two of the 13-foot craft in so volunteers can work around them.

If your coming to check out the work in progress,

or are prepared to volunteer some time, come along with work gloves, coveralls and, most importantly, a face mask. The dust flies thick and heavy when the clean-up of each dinghy is underway.

Also, it's surprisingly warm in the small shed even when a strong west wind is blowing against the building. Two electric heaters are doing a good job to keep the place warm

enough for resin and paints to dry.

The veteran Nutshells have been a key member of the school's fleet for more years than most members can remember. *(Continued next page)*



The gang's all here. Checking out the near completed first veteran Nutshell prior to painting are, from the left, Peter Cox, David Towill, Project Leader John Boor, Ted King and Mike Batty.

Operation Nutshell (Continued)

They are particularly suitable for beginners and their heavy construction allows them to stand up to some real abuse by rookie sailors.

By the end of January one dinghy had been refitted except for final top coat and a second craft was sanded down and ready for fiberglass work. Most of the damage centres on the gunwales.



One down, five more to go. John Boor and Peter Franklin check out the first Nutshell dinghy. The small sailing school shed was reorganized in order for two boats to be worked on.

The first boat was a learning experience, says John. Work will really speed up from now on. Due to the dusty environment in the small sailing shed the final painting of all the six hulls will be completed in the spring after the shed has been ‘un-dusted’! **N.J.H.**



Getting down on the job. Fibreglassing to strengthen the gunwales was a team

WHAT'S UP DOC! OUR OWN 'WABBIT WARRIOR' TELLS ALL *Elmer "Frank Scotti" Fudd's goal is to rid the yacht club of WABBITS*

Allow me to introduce my sewf. My name is **Elmew C. Fudd (C for Cotontwail)**. I am a wiocensed Wabbit Huntew and Twainew. I have twained wots and wots of famous huntews, to many to wist. I was asked by the Bay of Quinte Wacht Club to twain someone because they had a pwobwem with wabbits. This was the biggest chawwenge of my wife. We awwanged a meeting and twaining began. The hunter chosen for the contwof of wabbits was **Fwank C. Scotti**, Retiwed RCMP guy. This twaining should not take too wong. I tawked and tawked for a wong time with very wittle wesponse from Fwank. He would smile and nod his head and I thought he understood me. I had my old wifle there and Fwank kept looking donw

The Bawwel and I said "Hot dam Fwank, don't do that."

Fwank looked at me with those big eyes and that cute wittle grin and said "I saw your wips moving but no sound so whenever you are ready to start sit on the other side of me so I can hear you." I thought to myself 'Weeping Wizards,' I did awl that tawking and he didn't hear a damn thing. I said this guy my chawwenged. After that, and sitting on the heawing side of Fwank aw was a breeze and you know he is a vewy intewwigent man. He was able to sign his name wedgebly and he passed the test. **P.H.**

AND SOME OF THE WINNERS WERE:
A reminder of last season's racing



Anthony Gallow had another good year of racing last season. He won four major club trophies.



JT, by popular acclaim was awarded the infamous Pete Petto Award



Hazel Lloyst, crew on Britt Earl's Tanzer, was awarded the Jan Bryant Award for club participation both on and off the water



In a timely fashion

This timekeeping at launch and haul-out is a tough assignment but somebody has to do it! John Pearson, master of the stop watch, was caught by our photographer during a lull in haul-out last fall. It was a long day thanks to the low water levels.

BOYCA AGM Need for volunteering is stressed, Finances better than expected

If you missed the well attended Annual General Meeting on Nov. 30th here are some of the highlights. It started promptly at 7 p.m., was all over well before 8:30 p.m. and will be noted for its lack of contentious issues. While serious for the most part it certainly had its lighter moments.

Volunteering is critical

Commodore Leslie Ash noted that the club is on a sound financial basis. For the past couple of years costs in most areas have been reduced and, he said, "The bottom line does not look too bad." But, he added, with a more or less stable membership and reduced bar sales, "there's no room for complacency."

There has also been a strong emphasis in the past year on "volunteering" among members and this has to continue in order to keep costs down. "To do this we need more co-operation in all areas and to get more people involved in the club."

Commodore Les added that a number of formal and informal meetings have also been held with city councilors and officials in the past year to build a better relationship between them and the club.

Finances "better than expected."

The treasurer's report always gets close attention. **Kim Lander** said 2007 results "are much better than expected due to operations that did extremely well and areas where spending has been deferred." The bottom line showed a healthy net income of \$22,616, an increase of \$6,023 over 2006.

Bar operations continue to have a net loss despite a small price increase and better scheduling of bar staff. Revenue from membership remained flat even with a 3 per cent fee increase. Kim noted that more members paid the senior rate last year. "The club needs a growing membership base and cannot rely upon increased fees each year."

Although the contribution from the sailing camp and the adult learn-to-sail program was substantial due to fewer costs being incurred, enrolment was still down. Prior to the start of camp less time was spent on preparation of the club boats which now means that a financial reserve is essential for their maintenance, repair or replacement. This means "investment and significant volunteer time to maintain the fleet" for next season.

On the plus side entertainment (the 50/50 draw is a great attraction), lift-in/lift-out, winter storage and visitor docking (there were 153 visiting boaters and more boats and cradles stored) did well. Administrative expenses were down; unlike previous

years there were no legal fees; utility costs and insurance had only moderate increases. Property taxes increased slightly but the club's valuation was reduced \$16,000.

Finally, to top off the positive financial news, Kim reported that by making adjustments to our banking arrangements she was able to invest \$30,000 in three term deposits.

Positive response by volunteers

Whilst the club is in a good position to build for the future **Vice Commodore Robert Lander** said these results are not sustainable without a growing membership and a high level of participation by club volunteers.

In the past committees, such as lift-in/lift-out, have been successful but the club requires the same level of involvement by members on an organized and ongoing basis. Recently the board developed a list of committees to include all facets of the club. "They will help to share the load and involve more members and their ideas in the club's operations."

So far, said Robert, the response has been "very positive." One example is the sailing school shed where volunteers have organized it so that work can be done on the dinghy fleet over the winter. Other important areas are in membership recruiting, entertainment and house. "The new board will be working to fill these critical roles over the next month."

Membership remains 'flat'.

Membership stands at 177 at the time of the (2007) AGM, reported **Rear Commodore Jim Wills**, one shy of last year's total. "Seventeen new members have joined and seven previous members rejoined. Adding in the 144 significant others we now have 321 souls in our club."

After a review of the club's membership structure and a comparison with other clubs around the lake it was found that most of them have an 'Associate' membership category. However, said Jim, for a number of reasons the club could not support this new category at this time but it might be revisited if conditions change.

Jim added: "We are fostering an improved relationship with the city." A club committee has met with city officials on a number of occasions to discuss issues of concern such as frazzle ice, signage, docking, weeds, grounds, a 911 number and advertising. "I'm optimistic they will result in improvements."

(Continued next page)

AGM Continued

Volunteers make the difference

Entertainment finished the year with a contribution of more than \$8,000. "That's a 65 per cent increase from the previous year," said **Entertainment Director Susan Jordan**. Although event revenue was lower than projected, expenses were "substantially lower."

This was achieved by members who hosted events and their crews who assisted with posters, tickets, set-up, decorating, preparation and clean up plus the members who supported the events.

There was an increase in the number of members and visiting boaters who joined for the Friday night happy hour which accounted for an increase in the club portion of the 50/50 draw revenue and increased bar sales.

Other AGM items

Due to very low water levels, lift-out last year was a challenge and created a few tense moments, said

Grounds Director J T Trueman. And, he added, predictions for next year are not good and may even be worse rather than better.

J T said changes to the winter storage plan may be needed this year to accommodate deeper draft boats on the east and south sections of the club property and moving shallow draft boats to the west side.

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There's still work to be done on the roof over the club house's deck. Deficiencies have to be completed in order for the work to meet code; the fascia needs attention and more painting is required. This work was not done in the fall but there are funds available to cover this work this year.

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Reciprocal privileges are important for cruising members whether power or sail. In the spring **Secretary Carol Hartwell** sent out 62 letters to area clubs and received 50 in return plus one e-mail

POLLYWOG CONTINUES HER CRUISE OF THE UPPER OTTAWA WATERWAY

In summer 2006 Peter and Jill Cox in their 19-foot mini-cruiser Pollywog followed the Trader Route upstream from Arnprior to the lower docks at The Swisha, also known as Rapides-des-Joachims. To complete their exploration of the Upper Ottawa Waterway they began their journey last July at New Liskeard and cruised the Pioneer and Voyageur Routes down to The Swisha (The Rapids) and then to Deep River.

By Jill & Peter Cox

After a long drive by road to New Liskeard we launched Pollywog at the very friendly Waterfront Marina on Lake Temiscaming. We stayed there two nights, sight-seeing and stocking up with food. Each afternoon for the first three days there was a brief thunderstorm then we had perfect weather for the rest of the trip.

Notre-Dame-du-Nord at the head of the Waterway was a short trip of only 11 km and approached through a marked channel across a shallow lake. We were aware of non-stop rumbling by heavy mining and lumber traffic crossing the bridge close to the tiny marina.

Several of the places we visited were in Quebec and we had a slight language problem. They try harder than we do!

Lake Temiscaming is big at the top, long and narrow further down, and is known to get very rough at times. However, our seven days visiting different places around it were very peaceful.

Haileybury was holding its Heritagefest 2007 and included an Interprovincial Regatta. Boats sailed up from Ville Marie, Quebec to race with the local sailors. We offered to help and became committee boat! They only had one race but it was all great fun and they were a super group of people.

We joined in a pirate-themed sail past (Drat, but we didn't have a Jolly Roger or a parrot!) Some boats were incredibly disguised.

Ville Marie was our next port of call about 23 km down the lake past Devil's Rock just south of Haileybury. A one night stop, and then on into the long, narrow lower stretch of the lake down to Temiscaming. This was the start of the magnificent



Lift-out at Temiscaming by-pass

scenery that we passed through all the way down to Deep River. The pine covered cliffs are on both sides most of the way, sometimes quite high and close. It is difficult to find a safe anchorage but there are small coves for short stops.

Our routine was usually a coffee/tea start and a stop later in the morning for brunch in a sheltered spot. The river rolls out of sight where cliffs jut out, though on the chart it looks dead straight. The charts also show the land contours which makes it understandable.

Our first obstruction was at Temiscaming and several boats were ahead of us for the lift-out in the morning. However, their occupants disappeared and the Waterway operator arrived, just checking before finishing for the day. He offered to take us then and there and even stopped at a gas station on the way! (Cheaper than at a marina.) Had another slightly noisy night in between a pulp mill and a dam.

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The Voyageur Route now took us down the Ottawa River through some truly remote and spectacular wilderness which continued beyond Mattawa. Mattawa has been a stopping place since the time of the fur trade and we enjoyed a meal out and showers. People we chatted with recommended that our next stop should be Antler's Campground, Deux Rivieres where we tied up between houseboats and walked past many seasonal trailers.

Continuing down river we took a side trip up the Demoine River, Quebec. It was very beautiful and we anchored for the night, all alone, in a very peaceful cove at the end of the navigable water shown on the chart. A few small boats came through and continued beyond this point to where, we told

later, there was a lovely waterfall.

Our last portage was at The Swisha and we got lucky again; the boat that had booked was nowhere in sight! At the bottom we were on familiar ground, having reached this far last year. Next day it was a short run down to Deep River. Friends from home had very kindly taken a little holiday and moved the truck and trailer from New Liskeard to Deep River for us. We loaded up next morning for the journey home by road.

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The Ottawa River

We were told that not enough people are using the Waterway and the services might be discontinued. This would be a great pity because it is a beautiful river. The lifts cost \$50 a time but the un-serviced docking is free top and bottom. Marina fees are a fraction of what we pay down here. People with

boats above Temiscaming up to the top of the lake have a cruising ground without needing the by-passes. It is the same for boats in the Pembroke to Deep River area and they also have the beaches.

Again, we would recommend that people with trailerable boats up to 30-ft and no keels should visit these waters. Please look at our pictures and borrow our charts.

About Pollywog

Pollywog is a 19-ft mini-cruiser with an inboard-outboard motor that Peter customized from a bare hull and the driving equipment. She is self-contained and though quite small is a comfortable, seaworthy craft. We take several days to cover distances that most boats do in a few hours and this is our preference. Also, we don't book the lifts because we never know when we'll get there and, anyway, we're in no hurry and don't mind water. **J.C**

Your 2008 Executive

Commodore... Pat Holcombe.....613 969 1687
Past Commodore...Les Ash.....613 966 8738
Vice Commodore...Cliff Prentice..613 771 1164
Rear Commodore... Jim Wills.....613 968 4270
Fleet Capt. Power...Doug Ritchie..613 967 7797
Fleet Captain Sail...Rob Lander...613 967 2626
613 848 1892
Treasurer...Kim Lander.....613 967 2626

Secretary...Carol Hartwell.....613 961 1544
Bar...Susan Smith.....613 968 4980
613 920 3225
Bulletin...Nick Hancock.....613 962 2730
Entertainment...Sue Jordan.....613 969 6556
Grounds...Frank Scotti.....613 966 0472
House...Mark MacDonald.....613 961 1197
613 539 9956
Sail Training...Michael Krock613 967 9520