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"ON BOARD"

Newsletter of the Bay of Quinte Yacht Club

Feb
2009

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Commodore's Report

by Pat Holcombe

Just a friendly reminder that BQYC is a volunteer Club and we need your help to make the many jobs seem small. If you would like to volunteer to help **Sue Smith** in House to make our Club look finer please contact her. A little paint a little woodwork or hang some pictures. **Frank Scotti** will also need help in putting the Docks together for the Sailing School this spring. Most of these jobs will only take a half a day or less. So please volunteer for the "HONEY DO LIST"! Many hands make slight work.

Nick and his crew are busy repairing the sailing fleet for the Sailing Camp. **Russ Farrow** has reworked the Sailing School to be able to give more supervision and the instructor/student ratio will be lowered. The safety boat has been purchased with Trillium Grant and will be available for lift in.

Adult learn to Sail last year brought in a number of new members who are being rapidly indoctrinated into the Club. It would be nice to get as many

new members as possible through ALTS since they have already expressed an interest in boating.

A thought to ponder is, would the Club benefit from having club/community sailboats owned by the club which could be used by new or established members as a way to encourage new boaters into our great sport once they have completed the ALTS. Please let me know by email or see you at the Club on Fridays.

This year **Pat Press** and her gang have been preparing the meals themselves, doing a wonderful job, which has greatly reduce the cost per event. Again a little help would be appreciated.

Trevor Waller is looking into how to make the bar cash register more friendly with its patrons. Keep you posted as I'm sure a few might be interested in this project.

Lift in is only Two and a Half months away!!!

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On Board is published 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 April edition:

Weds April 1, 2009

Around the Triangle

This Year's Club Cruise, by Dave Klenavic, Fleet Captain Power

What better time to think about a summer cruise than when it is cold and the ground is covered with snow? I thought I would give everyone a heads up on a cruise around the triangle I am going to put together for the first few weeks of **July 2009**. I have not worked out all the details at this time but it is safe to say the cruise should be about 2 weeks and will take us down the St Lawrence to the Ottawa river up the Ottawa to our Nation's Capital and then down the Rideau to Kingston and home to Belleville.

The cruise is open to all club members including those that would like to participate in part of it. The scenario I had in mind was that in the first part of the trip we would leave Belleville heading east with stops about every 30 miles. We could visit commercial anchorages and those Yacht Clubs that offer reciprocals, for example Picton, Prinyers, Collins Bay, Gananoque, Brockville and Prescott. There are 5 St Lawrence Seaway locks that we must go through before turning up the Ottawa River. I have checked with the Ship Inspector at the Seaway Headquarters in Cornwall and he advises that there is a charge for recreational boats of \$25.00 for each Canadian Lock of which there are 3 and a charge of \$30.00 Canadian for each American lock of which there are 2. These fees are verified in the Great Lakes St. Lawrence Pleasure Craft Guide. Also a minimum of 2 persons are required on each boat to go through the locks. I would encourage anyone interested in this trip to go to the Great Lakes Seaway web site, click on recreational boating to get access to the guide; it is full of useful information. Also visit the Parks Canada web site for information on the Rideau Canal.



The Proposed Route

I hope members will give this some consideration. It is an adventure that should produce many great memories. Because of the length of the trip no exact schedule can be set especially as we get further down the St Lawrence, but if people travel with boating buddies, in several groups, and we keep in touch by VHF and cell phones there is a good possibility that we can all get together on many evenings and stay in some locations for a few days. Further details to follow.

There is a 2009 SPRING DISCOUNT SPECIAL offered by Rideau Canal & Trent-Severn Waterways that gives a discount on a package price This package price **Expires MARCH 31**. I have placed a notice on the bulletin board with the contact numbers. There is an example of the cost calculated in pen on the notice for a 32 ft boat.

Club members interested in joining this cruise can contact me via E mail at dwklen@xplornet.com or by Phone at 613 966 6348

Vice-Commodore's Report

by Cliff Prentice

Commodore **Pat Holcombe** and I attended the Boat Show in January and finalized the purchase of a club safety boat as outlined in our Trillium Grant. We now have a fourteen foot Caribe inflatable, 20 inch pontoons, 40 h.p. Yamaha motor and trailer. We should take possession sometime in April.

The BQYC and the Bay of Quinte Power Squadron are sponsoring a Speakers' Night, February 19, 2009 at 7:00 p.m. and the topic: Alternative Energy in our Backyard. CPS Instructor George Knight and a group of students from Napanee District Secondary School have developed a Solar Powered Sterling Engine and are building a larger scale unit, capable of generating 2-3 kilowatts of power.

The second speaker that evening is a representative from Sky Power Corp. which is currently developing windmill installations in Prince Edward County. This will be very interesting.

Our second Speakers' Evening is March 26, 2009 when Dick Bird will be sharing his expertise on Building Canoes. Dick has been teaching the art of canoe construction to secondary students at Quinte S.S. and has auctioned a number of his canoes to support community projects.

Please set aside Thursday, March 26th to learn from Dick and also listen to one of our club's most engaging story-tellers.

Please come and bring a friend to the club – tickets are \$5.00 and available at the bar or contact Cliff Prentice, Mike Batty or Don Quibell.

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Learning to Sail in the Scottish West Coast

by Alistair Thomson

We learned to sail in 1969 when I joined the sailing club where I worked. The club had a 20ft Alacrity at that time, and, after a member had taken the club course and passed a sailing test, the boat was for hire at the rate of £1 per day. That's \$2. Not a lot, even in 1969!

The boat was moored on the Firth of Clyde at Cardwell Bay, Gourock. Yes, moored. She was attached by a stout cable to a mooring buoy, which in turn was attached by an even stouter chain to a huge lump of concrete on the bottom, some thirty feet below. Tidal range is around twelve feet there, so boats were moored far enough off so that they remained afloat. A good idea.

There were no wimpish marinas in those days, and even today there are only a few, scattered around the Scottish coasts. Our standard practice was to drive from work on a Friday evening at 5pm to Cardwell Bay which took an hour, park and open the gate to the dinghy park (assuming someone had remembered to bring the key), then haul out the club's ten foot fibreglass dinghy, launch off the crumbling seaweed-encrusted concrete ramp, taking care to time our movements to match the incoming swell, and row out to the boat while trying not to capsize the thing, loaded as it was with three young tyros and one expert.

We learned early on how to maintain balance in the tender as we transferred ourselves to the Alacrity, but not without some close calls. Our feet got wet quite often, but no one seemed to notice. The Alacrity appeared to us to be huge compared to the tender we had just vacated, but I'm sure she settled into the water quite a bit upon our arrival, probably causing a mini-Tsunami onshore.

It was normal practice for us to get off the mooring as quickly as possible. Cardwell Bay has some good things going for it: it's the perfect jump-off point for cruises up the various coastal lochs to the North and West, and there's a clear run South to some of the best inshore sailing you can ever hope to experience round the Kyles of Bute. If you ignore the rain. But it's hell if you stay there. Unless you have slack water at the top or bottom of the tides, you'll have chop and turbulence and general sick-making motion. One couple decided that since they had arrived quite late for a weekend charter, they would stay at the mooring overnight and depart early the next morning. They got off the boat at 2:00am and drove home.



Lying to the tide in a narrow channel

The routine for getting underway was: decide which direction we would sail off on, attach the tender to the mooring on the OPPOSITE side to that direction (and it wasn't unknown for some of us beginners to get that wrong, with interesting results), hank on the foresail, hoist the main, taking care that the sheets were free, drop the mooring with its attached marker buoy and light pickup line, back the jib towards the tender, and do our best to avoid the other moored and anchored boats as our nose bore away, hopefully in

the planned direction. This whole process was made easier by the fact that all the boats on the bay were tide-borne, and we were therefore all facing in the same direction, with no swinging about. Only the moored dinghies were wind-borne, and they were always closer inshore than us.

So then we'd do the Ready About - Lee Oh stuff for an hour or so, each of us taking turns at making a fool of ourselves at the helm, battling the heavy weather helm while pretending that a 30 degree heel was just peachy, until it was time to return to the mooring.

Getting back on was also pretty straightforward. We'd track on a beam reach, aiming for a point just downwind of the buoy, and slow down as we got closer, by relaxing on the sheets, to gauge the tide. Then a sharp turn into wind, sheets free and one of us would grab the buoy on the bow with a boathook as it sped by on the tide. It's funny, though, how often the tide and wind were assisting, so the buoy would simply come to a stop at exactly the right place, if you got it spot on.

After passing the exam, our first weekend away was with another couple and their 13 year old son. So that made five of us in a 20 foot cabin cruiser with no head, just a bucket on a rope, and no headroom for anything more adventurous than a 90 degree stoop. We sat sideways on one of the four tiny berths to cook on the one-ring gas stove, and the boy slept on a blowup mattress on the cabin sole. It was magic.



Typical July weather

The club graduated upwards to a 24 foot Vivacity, and that made a huge difference to the headroom. Still no head or fresh water or engine, but she was much more comfortable, so week-long holidays aboard became popular. Charter fees went up to £8 per week!

There was, and still is, a publication called the West Coast Pilot, which was kind of like a Scottish version of Ports, except that since there were no marinas, this book focussed on charting and anchorages. Key information included the onshore locations of stand pipes where water could be obtained. A daily chore was to row ashore with our 20 gallon plastic jerrycan and search out these stand pipes in order to replenish our meagre stock of precious water. Sometimes there was a bit of a walk to get there. Going was OK, but coming back, loaded up with water, was a trial at times. No one washed.

And the scenery was unbeatable. Through the mist and rain you could see stunning hillsides, and mountain tops were occasionally evident through the cloud. Going to bed was a matter of adding an additional layer of clothing, and struggling, all bulked up, into a sleeping bag. Everything was damp in the morning.

Another key piece of information in the Pilot was the location of good holding ground where an anchor might be safely deployed to hold against wind and tide.

I say “might” because we managed somehow to drag anchor on two occasions. On the first, we remained totally oblivious of the fact, and it wasn’t until the following morning that we discovered ourselves safely anchored in a different bay from the one we had originally chosen.

On the second occasion, having eventually got to sleep despite the racket that was going on all around us during a bit of a blow, I was awakened by the sense that something had changed. I lay there for a while, noticing that the wind was gone, although the sea was still quite active. But there was something not quite right about the movement of the boat, so I got up, and took a look topsides. We were miles from anywhere, with our anchor chain dangling down 100 feet into the water like a monster fish-hook waiting for a passing whale. getting that stuff all back up and on board again was quite a task!



Well wrapped up in August

If we weren’t on a full week holiday, we’d quite often just have a weekend, and then we’d sail around the local area, visiting Rosneath, Cove, Garelochhead and Sandbank in the Holy Loch where all the US Navy subs used to be. Some of the foulest bottoms I have ever known are there, with stuff like rope, cable, chain and used condoms discarded by Them Over Here. Many small boats lost anchors because of that, thereby adding to the problem.

But one of our favourite one-night stopovers was to Kilcreggan, just across the Firth from Gourrock, mainly because it was within reach on our first evening of the weekend, and we absolutely were not going to stay at Cardwell Bay for the night! There was a wee pub there, called the LingaLonga, in which we spent many evenings, and imbibed many drops of the good stuff, before rowing back to the boat.

Sadly, the LingaLonga is no more, which just proves that you can’t go back.

Rear Commodore’s Report

by Jim Wills

First of all I would like to thank a few people who have assisted in some critical areas which fall under the direction of Rear Commodore since I have been in Sarasota most of the winter. **Pat Holcombe** has organized the advertising and promotion of the club with the new categories which were added at our last AGM. **Susan Smith** has taken care of recharging the membership bin, and day to day updates as members are added and payments are made. And I would like to thank those who have assisted Pat and Sue in carrying out these duties. Also **Martina Escudero-Wolf** has volunteered to assist with a membership drive later this spring.

The number of members currently stand at 144 which is one more than April 2007 but six less than last April. The difference from April last year is only three if we exclude non paying members. Including all members plus spouses we have a total of 255 as of February 12, 2009. In the new categories we have one “Associate” and five “Single” memberships. We are still waiting for our first in the “Corporate” membership category. **Assistance from each and every member in promoting new memberships is greatly appreciated.**

Boat Show Bus Trip

by Fiona King

This year's trip to the Toronto International Boat Show was the biggest yet, with 54 passengers taking in the bus ride, the show, and the dinner afterwards. (I ordered a bigger bus when we had a waiting list for the 47-seater.) Little did we expect the problems on the GO-Trains that day which added to the evening's traffic congestion, resulting in a long ride to Buffet World in Whitby – but at least we rode in safety and comfort! After dinner, we were treated to an Andrea Bocelli concert on DVD.

A few people asked me how many years I'd been organizing this: it has been so much fun that it felt like two or three! However, after checking my records, it turns out this was the seventh consecutive year that I've done the bus trip. In the last six years we as a group have contributed a total of over \$1500 to the club coffers, over \$1850 including this year's donation. The profits (\$350.00) from this year's trip are being donated to the Chris Waller Memorial Fund rather than into the general club coffers. And to set the record straight, no, I was by no means the first to organize this: **Frank and Jean Scotti**, and **Ed, Donna and Sue Stevenson**, had done wonderful jobs in the past.



Many thanks to: **Dawn Holcombe** for her generous contribution of “door-prizes,” **Dick Bird** for his wonderful maple syrup donation for same, **Jack Press** for acting as “Entertainment Director,” **Frank Scotti** for doing the Timbits run, and **Bernie** for his help before, during, and after the trip! Also many thanks to the bar staff for collecting fees on our behalf.

It was, once again, FUN! So, mostly, thank you to those of you who, once again, supported the event with such enthusiasm.

From the Bar

by Trevor Waller

Dawn our Bar Manager and myself are in the process of looking into getting a new accounts program for the cash/computer. If all goes well it should be up and running by mid February. It will give you a more detailed report on you statement. However in the mean time would you all please **keep your receipts** when paying for tickets and monthly statements: that way the bar has a copy, and I have a paper trail so we can then resolve any confusion over accounts.

Just a reminder to all our new, and some long time members, that your monthly bar statements are to be paid within **30 days** in accordance with the Constitution By-Laws. It states, *Overdue accounts are subject to interest charges, and all privileges are suspended with overdue accounts.*

Your cooperation in this matter would truly be appreciated.

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Entertainment

by Pat Press

Here we are into 2009 .. another great year for BQYC! The New Year's Levee was a great success .. a tremendous amount of people attended. The weather was good to us this year!

The annual spaghetti dinner was also well attended and even though the Gills were not in attendance, having a hard time of it in the Bahamas, their usual crew did a bang up job!

On February 1st, we had a Super Bowl Extravaganza! Chili was served to 30 members and a good time was had by all. The winner of the \$100 pool was **Anita Towill**. It was neck and neck for a bit, but she ultimately won!

By the time you read this, we will have had another great dinner put on by **Susan Smith**, the February Frolic!

Just want to let you know a few of the upcoming events starting with the March 6th Power Squadron Annual Lasagna Dinner which is usually a sell out, so, get your tickets asap.

Then, on March 14th we're having our second annual BQYC Chili Cook Off. To you who placed in the top three last year, come out and defend yourselves. To everyone else, get your favourite chili recipes together and try to unseat them!

March 17th is, of course, St. Patrick's Day. Come and join us for green beer, green wine .. yikes! Also, we'll have a non green Irish stew (pub fare) in the Lounge!

We are looking for new ideas for social events. If you have any ideas or would like to host an event, or help with an event, please give me a call.

Chris Waller Memorial Fund

by Trevor Waller

My Appreciation and sincere thanks to all of you who donated a considerably amount of money in recent months to the fund.

It has been Twenty years this year since the fund started. Never did I ever think that it would be going for as long as it has. Through your generosity it is now stronger than ever, and we will be sponsoring six children this year in the program. Once again my sincere thanks to each and everyone of you.

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