



Founded 1876

"ON BOARD"

Newsletter of the Bay of Quinte Yacht Club

**June
2009**



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

Commodore's Report

Summer is finally here and we can go boating!

We have had some discussions with the City in regards to our visitors dock last week and are eagerly awaiting a reply. We are hoping to lease the dock on an income percentage basis rather than the per foot price we used to pay. If this is successful we hope to create an addition to the dock as we no longer have use of the space on S dock. The Visitors dock produced income of around \$7000 for each of the past two years and with Morch's having closed we expect more boats this year. We will keep you informed of progress in these negotiations.

Look in this issue for info on two great cruises planned for this summer. Both are open to power and sail.

See you on the water!

BQYC Cruises 2009

This year we are blessed with not just one Summer Cruise, but two.

Dave Klenavic has planned a cruise Around the Triangle, starting in early July and lasting two weeks. Plans are now at an advanced stage with several boats committed, and the route will take the fleet up the St. Lawrence River to Ottawa then down Rideau to Kingston and home again. Contact Dave for details.

Cliff Prentice has designed a cruise more suited to sailboats, starting on July 19th, for two weeks. The fleet will visit the Thousand Islands (not all of them, of course), extending as far as Brockville before heading back West. Boats are now signing up for this cruise and if you are interested, you need to let Cliff know by **19th June** if you want him to book slips for you. After that date, you can still take part of course, but you'll need to make your own slip arrangements.

Both cruises are open to all boats whether sail or power. You can take part in the whole cruise (just one, or both!) or just tag along for a while if you wish, and you can even invite friends along with their boats. And it's a great opportunity to pick up clues for your entry in the Treasure Hunt as you potter along!

by Pat Holcombe

In This Issue:

BQYC Cruises 2009

Latest information about our two Club Cruises

Shark Europeans

A report from Europe

From the Grounds Director

Getting ready for summer

A Bright Future for Meyers Pier and Victoria Park

The new Harbour Supervisor

Vice Commodore's report

The Cruise to Brockville

Rear Commodore's Report

Membership matters

Prime Rib Dinner

The end of an era

Recycling at BQYC

Cork 2009

Your chance to get involved

Lift-in 2009

A personal perspective

Entertainment

Your calendar of goodies

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:

Saturday, Aug 1, 2009

Shark Europeans

by Peter Aker

The Shark European Championships were held recently at the Union Yacht Club Neusiedl (UYCN) on Lake Neusiedl, just south of Vienna, Austria.

31 boats registered for the championship, which was won by a German crew skippered by Horst Rudorffer. BQYC member Peter Aker (middle) and fellow shark sailor Greg Cockburn (helm) from RCYC, Toronto, were joined by local Vienna sailor Manfred Parthe (foredeck), and sailed their way into 6th place.

They were the only non-European crew in the championship. During the closing ceremonies, the Commodore of the UYCN was presented with a BQYC burgee.



Peter Aker presenting a BQYC cap to Austrian Shark Association president Heiner Schuch during the closing ceremonies.

Report from the Grounds Director

by Frank G Scotti

Well here we are again. Lift-in has come and gone and the boats are all in the water. There were no fatalities during lift-in with the exception of a couple of cables, notably Jack Press' shifter cable which caused him to collide with the dock, the impact of which caused such pressure on his hull that a poorly fitted plug popped out and Nereide nearly sank from the inrush of cold harbour water. Our Commodore suffered almost the same fate but fortunately his cable broke just as he was docked. Bernie King decided to get the jump on his annual spring bath and tested the temperature of the river water while doing a balancing act on the access ramp to the shore. He declined the offer of a bar of soap. The flagpole, which had been lowered earlier, was repaired, sanded and painted and erected after all vessels were safely in the water. My thanks to Peter Franklin for doing the welding; to Bob Owen for his rigging help, and Ruth Still for her superlative painting expertise.

Each year, at lift-out and lift-in, we appear at the club and are given donuts and coffee and later, a lunch. These "goodies" we accept as naturally due; however it would not happen if it were not for volunteers such as Margaret Pearson and her crew who worked diligently by providing and maintaining the coffee supply and donuts, nor Nancy Press and her crew of ladies who put out such a delicious lunch. Thanks also for the cookies, cake and apple crisp supplied by these lady volunteers who stepped forward to help without being asked. On behalf of all members involved in lift-in, I extend my most profound thanks to them all.

The weather shone brightly on us on clean-up day and the grounds were quickly raked, picked and groomed. Thanks to Dick Bird for endangering his chain saw with all the various fodder it was subjected to and for taking away all the scrap wood and leaf bags. It was a tremendous help.

As previously stated on the clean-up day notice, it is incumbent on all members storing their boats on the lawn to attend on clean-up day and pitch in to help clean up the Club grounds. Some new members were apparently not aware of this regardless of the notice; others had other engagements they had to attend and still others either forgot or ignored this requirement. As a result, 14 members will either have the \$25.00 penalty (as required in Policy and Practices) applied to their lift-out fees, or be given an alternate task to perform at the Club. (There is always some task to perform).

My wishes to all for a very safe, enjoyable and eventful boating season.

A Bright Future for Myers Pier and Victoria Park

By Jim Bell

*[Editor's note: With the appointment of **Jim Bell** to the post of Harbour Supervisor for Myers Pier and Victoria Park, boaters can expect some changes to boating life at Belleville. I had the opportunity to talk to Jim about his role, and this is what he said.]*

It had become clear that the day-to-day operation of the boating facilities operated by the City of Belleville needed a more “hands-on” approach. There was a view that all that was needed was to allocate slips to seasonal and transient boaters, provide services like gas, pump-outs, washrooms, showers and a laundry facility, then staff and train students to run things for the summer. The management overseeing of the facility was City staff, whose responsibilities in other areas reduced their time availability, and this, combined with a lack of understanding of the needs of boaters, and insufficient staff supervision, had led to a situation where Belleville was becoming a less popular destination for boaters visiting the Bay, and an unhappy one for boaters who chose to place their boats there for the season.

This has now changed. The appointment of Mark Fluhrer as Director of Recreation Culture and Community Services has opened the door to a new approach to the management of the harbour. Accordingly, Mark Wilson (Rental and Special Events Manager) and Peter Lyng (Facilities Manager) decided to create a full-time seasonal post of Harbour Supervisor with hands-on management responsibility. They wanted someone with boating experience, staff management expertise, and technical knowledge of harbour facilities.

I am very impressed by the commitment shown by City staff to support this new approach to the management of the harbour. For example, one of the most urgent tasks, which I addressed immediately, was the state of the shower facilities at Myers Pier. Boaters have come to expect excellent showers as part of their experience when visiting a marina, and the truth is that Myers Pier fell below their expectations in a number of ways. We immediately began to refurbish the showers, and the work will shortly be completed, with all the plumbing already upgraded and shelving and decoration the only items outstanding.

Another key element to my mind was the staff. Although I had been involved in previous years in training the students appointed to work in the harbour, that training was just for one day, and I often wondered how well that would stand up to the pressure of daily work. Now that I am on site full-time, I can follow up on my training sessions on a

daily basis. They have all had training now, including VHF equipment operation, and I'm able to reinforce that training as needed.

So, for example, they all know the correct procedures to follow when refuelling a boat - and if occasionally a boater wants to break the rules, for example by going on board during refuelling to switch on the systems and check fuel levels, then these young staff will politely but firmly ask them to desist! The emphatic use of the word “Sir” or “Ma’am” works wonders.

But training is not enough. The students appointed also need to know that they are a part of something great, so that they will have a sense of ownership and responsibility. I have increased the number of staff from seven to nine, which will provide more flexibility in the allocation of duty times without increasing the cost, and I have issued shirts with staff names on them, so that boaters will know who the staff are, and to give each of them a feeling of identity within the organisation.

We still have some challenges. Hydro is one example. More boats are now equipped more extensively, and this inevitably requires more hydro at the dock. The existing supply to slips is barely adequate, so an upgrade program has been planned for this summer (logistics did not permit an earlier installation, unfortunately) to provide the power we think boaters will need.

Life should be better for boaters at Belleville from now on, with better service and better communication. Six large-wheel dock carts will be available to help you quickly transfer your gear between car and boat. We have WiFi, which is free to boaters, and this will allow visitors and seasonal boaters to surf the web from their boat (if they have WiFi capability on board!). When it comes to allocating slips, I will work with Mark and Mary Boyd (Special Projects Admin Assistant) to help ensure that boats and their owners are offered suitable slips alongside harmonious neighbours. I think I know most folks in the harbour, and I'm certain that I know what a boat needs in regard to a slip, and that knowledge will be put to good use whenever possible.

We have no facilities for repairs or spares at Belleville, so I have decided to create an information board with details of where such facilities can be obtained. In addition to boating supplies and services information, this board will feature information about the local businesses in the area, including the many excellent restaurants in Belleville, and copies

of their menus will be available too.

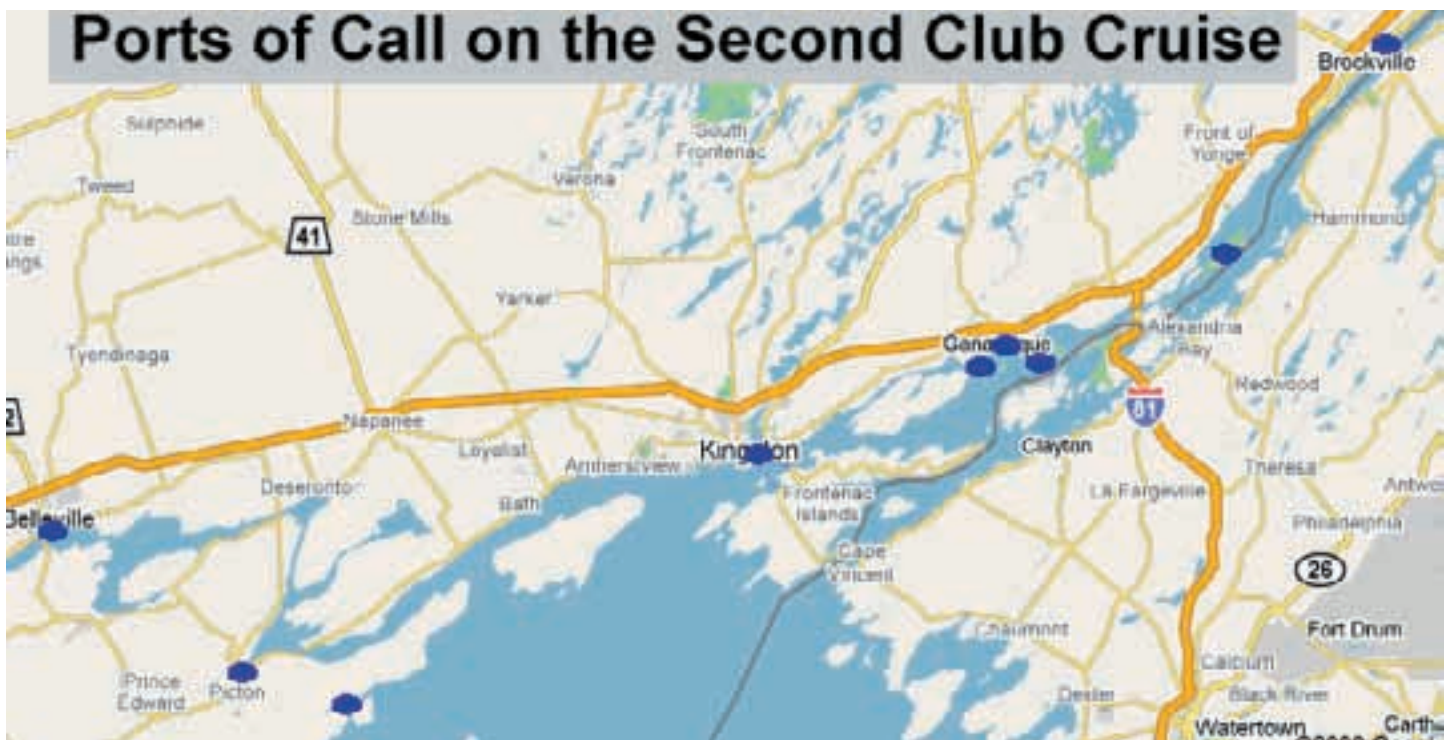
So this year will be a busy and exciting time for me, and hopefully a satisfying one for boaters. But there will be times when you feel you have to contact me about something. The worst thing to happen is if a boater is disgruntled and doesn't communicate that unhappiness. Any issue, if it is important to a boater, is important to me. My number is 613-391-8095 and if I don't pick up right away, leave a message. I WILL get back to you.

Vice-Commodore's Report

by Cliff Prentice

The All-Canadian Club Cruise **July 19th – August 2nd** will visit such exotic ports as **Picton, Waupoos, Kingston, Gananoque** and **Brockville**. Enjoy summer evenings in the islands listening to Camelot, the Grenadiers or French. Power or sail, all are invited to participate. For more information, visit the B.Q.Y.C. website or call **Cliff Prentice 613-771-1164**. Spend some time this summer on the St. Lawrence.

But hurry! You only have until **June 19th** to confirm your slip bookings. After that you are still welcome to participate, but you will need to make your own slip arrangements!



Rear Commodore's Report

by Jim Wills

As you read this, the boating season is well under way. Several races have already been run, the Adult Learn to Sail program is in full swing, two cruises have been set and the membership directories are out. If you have not yet received yours, please ask at the bar (when they are not too busy). If you have not yet picked up your membership card please ask at the bar as well. If it is not there, be sure to ask me and I will ensure that it is delivered to you.

We are currently looking into developing new brochures geared to the specific interests of individuals who would like to join. These will not be ready until the membership drive for 2010 though. In the meantime, I have some good news and some bad news. The bad news is that any membership applications received between now and the end of June will not be processed until July. The good news is that new members (memberships processed after the 1st of July) can now benefit from the half price sale on memberships. Spread the word!

Prime Rib Dinner 2009

by Ian Steele

I would like to take this opportunity to thank everybody who helped to make this year's dinner a success: the setup crew, the sous chefs, the kitchen staff, the cleanup crew and finally the paying members who came and made the dinner another sellout.

The Men's Prime Rib Dinner started in 1991 when then-member Bill Morton and myself decided that if we could cook prime rib at home surely we could do it at the club. We started by extrapolating from 8 to 100 for quantities, 5 full loins of beef (100 – 120 lbs. of beef) and around 100 guests. Through the years the numbers grew to a maximum of 120.

There were problems with timing and the ovens, but they were overcome by members who amused themselves with the odd bun fight while sipping wine & waiting for dinner.

After Bill Morton left the club, Bob Cummings took his place and then finally Bill Graham. Through all the years John Kilpatrick was a stalwart in the kitchen, and Frank Harnden was our master carver. I would like to thank these five men particularly and dare not mention more as I do not want to miss anyone.

As for suppliers, Jim Gilmour, Gilmour's Meat & Deli in Rossmore, consistently provided the excellent prime

rib and Barry Jukosky, Dairy Queen, the super Sundaes. Thank you both.



Why am I writing this brief summary? I have decided after 19 years to step down. It is time for change. If there is interest to carry on this tradition please step forward. There are a number of dedicated members who will help and I am willing to be of assistance.

Through the years this event has raised thousands of \$\$ for the club. I hope it will continue.

Thank you all for making many memories for me!!



Recycling at BQYC

by Susan Smith

The Blue Box bins for recycling have been removed from the parking lot area of the BQYC Club House. The cost to operate this service was over \$200 a month!

Members should now be prepared to take their re-cycling home whenever possible. Groups who rent our facilities will be encouraged to take their recycling with them as well.

A courtesy Blue Box will be established for visiting boaters.

Arrangements have been made with Alvin Vance, our custodian, for periodic removal of cans and cardboard at no cost to BQYC.



Enjoy CORK 2009 with FREE Docking and Gas

by Marianne Davis, Executive Director, CORK

CORK is looking for volunteers to provide either start or finish line cruising boats (27' – 40' range), or small runabouts (17 – 20' range) for mark and safety boats.

This is an excellent opportunity to see the CORK racing up close and at the same time have your Portsmouth docking, gas, pump-outs and lunch provided free. As a bonus, there are lots of opportunities to socialize in the evening!

CORK needs suitable boats for the following regattas:

August 19-22: CORK International Event includes Optimist, Laser, Byte, 29'er, 49'er, etc.

August 23-27: CORK Olympic Classes: includes Laser, Finn, 470, etc.

August 28-30: CORK Offshore, one design keel and dinghy, PHRF keel, etc.

Sign up early to make arrangements and confirm dates and requirements – CORK is now in the process of booking boats and volunteers for the 2009 season. See below for more information and contacts.

Cruising Boats, Power or Sail: needed for the start and finish lines. There are four courses, so 8 cruisers will be required each day. The start-boat will have 6 workers on board and the finish-boat will have four. All these individuals are provided by CORK and have qualifications to do the necessary activities. The boat owner (you!) can assist if you wish, or just sit back and watch.

These cruisers should be large enough to comfortably accommodate for the day, these workers plus yourself and any other personal crew on board. Some of the courses will be in relatively deep water and extra anchor rode is available, if needed.

Runabouts: needed to set and reset marks, Safety boats and Judges' boats. Hard skin boats like Boston Whalers are best for setting marks while ribs would be ideal for Safety or the judges' boats.

You would need to trailer your boat to Portsmouth where docking, gas expenses and on the water lunches would be provided free. If there are any damages incurred on your boat while volunteering, that needs to be covered by your insurance. CORK will pay the deductible. Free docking, pump outs, gas and sandwich lunches provided. There

may be some limited low cost, or free accommodations also available, if you were to sign up for the whole series in August.

To take advantage of this volunteer opportunity go to the CORK web site and create your profile at:

http://www.cork.org/my_profile.php

Note that there are plenty of volunteer opportunities at CORK besides providing your own boat and there are lots of on shore jobs as well. After doing your profile, select the Volunteers/Registration tab at the top of the page and sign in. Then, near the bottom of the registration page select "Volunteer your boat" and fill in the details including the dates you are available and, in the comments, what are your preferred activities.

Please contact me in the CORK Office with the dates you would be interested in volunteering for: 613-545-1322 or email: sail@cork.org.

If you'd like some advice and comments from a very active and regular CORK volunteer contact Gary Howard at:

goward12@cogeco.ca



Treasure Hunt 2009 by Cliff Prentice and Alistair Thomson

The hunt is on again this year! This time there are more clues to solve, and more head-scratching too. So not only will you need to search around the Bay looking for answers, but you'll also have to search your brain for knowledge and memories.

So you have the best of both worlds - while sailing along, you'll need to keep a sharp lookout in the various nooks and crannies which the Hunt drags you into, and then, while at anchor or on a dock, you'll need to ponder some inscrutable and impenetrable imponderables if you want to win a prize.

The Clues for this year's Hunt will be available on our website and in the Clubhouse in time for the start of the Club Cruises. Good luck!

Lift-In 2009

by Alistair Thomson

As I write this, it is May 2nd, 2009 and another season has almost started. I say "almost" because there is still (for some of us) the tasks of stepping the mast, adjusting the standing rigging, attaching the boom, hanking on the sails, and installing the running rigging. And for all of us, the tasks of commissioning the systems ready for summer. And stowing the cradles and ladders and assorted lumps of wood and Grounds Cleanup and stowing the mast racks and so many other important chores.

I'm writing this on the evening of Lift-in, tired but satisfied, and with a glass of wine inside me with another readily to hand. Puffing on a cigar, too. Life is hell. But the weather was good to us, and there were no disasters, at least, none of a permanent nature.

There were a few boats which had issues when their engines temporarily refused to cooperate, and required the assistance of our brand new Safety Boat (what a boon that is, and not just for the School - thanks, Cliff, and everyone who contributed to its acquisition, and to the crew on board that vessel who plied their trade admirably) and one temporarily unfortunate boat which began to sink shortly after entry into the water, which circumstance was rapidly corrected with the help of several members. She is now happily afloat, and hopefully none the worse for her ordeal.

A few scrapes and scratches were acquired by some members along the way, one of which involved an encounter with a dodger which managed to remove a hard hat and at the same time neatly scalp its recent wearer with just the merest swipe to the cranium which, it has to be said, was not particularly well endowed with a protective layer of hair (you youngsters with hair don't know how easy you have it), and although the resulting exsanguination was copious (sorry, Bernie, but that's how I write!), it was merely a graze, fortunately. I also noticed one gent with a trickle on his face, which may have been caused by a swarm of voracious blackfly, but probably not: I don't know the details.

This is a self-help Club, and help was on hand in heart-warming quantities. I was working with the West Sling Crew, so I didn't get a first-hand view of all the other areas of endeavour concurrently underway (what a complex operation this is!), so I can't name all of those who seemed to give more than the average input to the operation. But there were many.

I did manage to encounter the East Sling Crew (and this is starting to sound a bit like an excerpt from West Side Story)

during the launch of my own boat, and noted the same selfless dedication to the task on hand. And the Cradle Crews were just superb, aided by the neat application of Bill Still's buggy which made short work of cradle removal, a difficult chore made easy on the day.

But the main man was, of course, Frank Scotti. His was the overall responsibility, and that alone would have brought mere mortals to their knees. Maybe it's the Italian in him, but whatever it is, it's good stuff. He orchestrated the whole affair with his usual aplomb, stern eye and barely suppressed grin.

But here's the thing. Everyone else was lying around in untidy heaps after the final boat was launched, grasping a cool one while digesting the super scran provided by Nancy, Margaret, Susan Smith, Sue Jordan and the whole team - who had issues of their own due to the appearance of some broken glass in the soup, which required a remake of the whole batch behind the scenes.

But despite the fatigue, Frank was still on the job. There was the matter of the Flag pole to address. He rounded up a few victims to help erect this monster, even as normal souls were dragging their sorry asses off for some TLC. And after I had added my own sad carcasse to that group, I'm sure that Frank was still going strong.

So congratulations to all for a difficult job well done, tackled with humour and enthusiasm, and expertly managed. We must do it all again some day...



PRINYERS COVE MARINA

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

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

Entertainment at BQYC

by Pat Press

Thanks so much to **Bob Owen** for the creation of his amazing and compact container for the members' draw... in future referred to as "Bob's Barrel". It certainly has been the topic of conversation on Friday nights and everyone seems to want to take a turn at spinning the barrel – the children, as well as the grown ups!

When I took on the position of Entertainment Director, I didn't realize how much entertainment Jack and I would provide for the Club! Lift in day was supposed to go smoothly as it has in the past. Jack asked me to be at the finger dock for 8:00 am to catch the line. Got there, but Nereide was not where she was supposed to be. I saw Roger Poultney on our boat pumping the bilge like crazy. Jack was nowhere in sight! Asked Ed Stevenson, where's Jack? "Down below, your boat's sinking!" My reply, you're kidding, right? "No, I'm not," he replied! Sure enough, the through-hull plug had let go and she was quickly taking on water after attacking a couple of other boats and the dock! The sling crew were fabulous and quickly got Nereide back into the slings and raised her up... you had to see the water pour out... certainly a day of Entertainment for all! No damage done though, and thanks to all who came to our aid, Roger especially. Can't wait for lift out!

We've had a good turnout for our last couple of dinners .. Sue Jordan's great Chicken Chasseur and Ian Steele's 19th annual Prime Rib dinner, a couple of perennial favourites! The Past Commodores' Dinner was well received, with music by Past Commodore Bernie King.



Mark your calendars for the following events:

June 13th – SAIL PAST dinner .. BBQ your own steak.

June 19th – BBQ on the patio.

June 26th - BBQ on the patio.

July 1st – Canada Day celebrations. BBQ on the patio.



Tuff Tar
Asphalt Protection
& Line Painting

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

613-967-7314
BELLEVILLE

Proulx Canadian

Bill & Zsusi MacDonald
Owner / Operators

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



Canadian Sport Subs Ltd.
Complete Diving & Training Service



GILBERT LAVERY
Manager/Instructor

48 DUNDAS STREET WEST
BELLEVILLE, ONTARIO K8P 1A3

MARY KAY®

MAXINE A. HOLLAND
Independent Beauty Consultant

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