



Founded 1876

"ON BOARD"

Newsletter of the Bay of Quinte Yacht Club

Nov 07



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COMMODORE'S COMMENTS

It seems no time at all since I was writing about the Viking's Revenge, Sailpast, and so on. I enjoyed the dinner at PEYC at the end of the Katie Gray Race; particularly the endless arguments about whether the Katie Gray is the world's most rewarding or most frustrating race. Lift-Out has come and gone. Congratulations are certainly due to JT and his crew for all their efforts under extremely difficult circumstances. Record low water levels made it necessary to revise the game plan as the day went on. JT kept everything under control; rumor has it that it was the longest single day lift in Club history.

There are lots of events to look forward to this fall. Please consult the entertainment Calendar. Hope to see you at Cups and Flags on November 3rd as well as the Commodore's Ball November 24th.

Please don't forget the AGM on November 29th. Each week in December there is some type of holiday event, depending on your interests.

In closing I would like to encourage all active members to consider either running for a position on the Board, or volunteering for a Board Committee. I was told in no uncertain terms at the last AGM that the Board needed to reflect the interests of the members. You will find that the proposed Board Committee structure described elsewhere in On Board is a way of doing this.

This proposal was developed after a lot of debate, conflict, and hard work. If you decide to get involved be prepared to experience some of the same. The reward however is the knowledge that no matter how things turn out, you have played a part in the destiny of your Club.

Leslie Ash

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Only seven more months 'till the 2008 cruising season!

Bay of Quinte Yacht Club and the City Rear Commodore – Jim Wills

In October Frank Scotti, Cliff Prentice, Pat Holcombe and I met with city officials at the club to discuss issues of common interest. We talked about signage. Did you know that BQYC is located at 86 South Front Street? We are hoping to work with the city to put in place signs which will assist people in finding our club and signs which will lead boaters to local businesses.

We talked about docking facilities and shoring up the shoreline. We talked about security and we talked about weed control. We talked about joint advertising in the "Ports" book which is how many transient boaters find us. We talked about frazzle ice and possible solutions which would not have such a detrimental affect on the running of our facilities. We also talked about the Dragon boat club which seems to be splitting into two distinct groups (one focused on competition and the other

on recreation). The latter group is apparently interested in using facilities in Victoria Park.

Although no concrete agreements were reached at this meeting, our points of view were heard and they agreed to bring these forward to a City meeting scheduled for budget discussions early in November.

With a new Mayor, a new Director of Parks and Recreation and a council which seems committed to improving recreation facilities on the waterfront (they have already taken steps to take over control of lands from the federal government on the waterfront), we are optimistic that the budget meetings will result in improved conditions for boaters in the Victoria Park area. We should have more information for you after the budget meetings. Stay tuned.

Gwen Braidwood – IN MEMORIAM

Gwen passed away on Friday Oct 5, 2007 in her 103rd year.

A Memorial Service will be held at a later date.

Gwen and her husband Jack were long time members of BQYC (1952) and were instrumental in fundraising for the building of our Clubhouse on Victoria Park.

Thank you !

Special thanks to Wayne Peterson who won both the Members Draw and the 50/50 draw and contributed over \$300.00 to the Chris Waller Memorial fund.

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GROUNDS – J.T.

Thanks to the members who contributed to **Lift-out** and special thanks to **Ed Stevenson, Dennis Gill, Trevor Waller, Wayne Peterson, Frank Scotti** et al. We can't personally thank everyone, but please know you are appreciated!

Security, Security, Security

HELP STOP THE THEFTS!

Members who have boats on the BQYC grounds are reminded that all ladders are to be securely locked. Last year, unlocked ladders were used by those who broke into the various boats. If your ladder is not locked then the ladder will be confiscated.

Thanks Doug Ritchie

LIFT-OUT 2007 - MY PERSPECTIVE

Wayne Peterson Writes on Lift Out:

I knew that we were in for problems with Lift-Out 2007 when one of our last visitors to the Club Reciprocal Dock pointed out that, "It isn't just here that the water is low, it was low everywhere we went". I knew then, that we were in for a Lift-Out filled with challenges, trials, and tribulation.

As the day wore on, this proved to be true. Challenges, trials, and tribulation popped up and were expertly dealt with from one end of our Club property to the other. If you happened to be too far back from the action you might not have been able to determine how this was done. From my perspective, it appeared that Ed dealt with challenges, Frank dealt with trials, and Dennis took care of tribulation and on occasion, some of them took care of all of them at the same time.

I was personally involved in one challenge. The challenge was to pull a steel boat that was stuck in the goop and slime of the Belleville Harbour close enough to shore so that two cranes could lift it into its cradle. Several people told me to forget it, it couldn't be done. From my perspective, it didn't look unrealistic. I had a boat and a rope but from the west window of the bar it must have looked totally different. What the people would see from there is a retired teacher trying to pull a 40' steel boat out of the Belleville mud. And then I saw me from their point of view. I STARTED TO LAUGH.

Moments before hysteria set in, I heard the sound of work boots scrunching in the gravel behind me as numerous hands took hold of the rope. The boat started to move. Ed stepped in front of me and pulled as well. The boat moved faster. "Ed dealt with challenges". Trials, tribulation, and the trailer story will have to be left for another time.

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Patrick OBK's - BAR BUZZ

The fall is here. Boats are receiving last minute attention before being tucked away snugly for another six months. Time to think of warm fuzzy things, internally as well as externally. The Long Reach will soon be offering just that. For the uninitiated, all you will have to do, when needing some internal warmth, is to say on entering the Bar "a Hot please".

.In Ireland, this is all you have to say, to get a delicious hot Irish Whiskey, a few cloves, sugar and a squeeze of lemon. Scotch could be substituted but it will not taste as good. Believe me, give it a try and you will be hooked! Dawn and her girls are being shown how to make "**The Authentic Hot Irish Whisky**" **Slainte!**

Some members have requested that they should have a choice or alternate 'house wine'. L'peier has been our stand by, and popular vin ordiner for decades. Another wine of similar taste will be available on a trial basis. Please let Dawn or myself or any of the staff know how you like it. By the same token, we also have a selection of various other wines on tap. Again, a Chilean wine will be available on a trial basis. Let me know of any requests or suggestions you may have. And finally for those Cognac connoisseurs who approached me, this has been taken care of as we speak.

Trevor is getting his Saturday afternoon pool going. Is there any one who would like cards going as well-- Bridge, Whist or even 'Old Maid'!



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Cups and Flags, 2007 A Very Competitive and Enjoyable Year!

Detailed 2007 results are posted on our web site: www.bqyc.org
Some highlights:



Peter Aker won Division 2 club championship;
He's shown here doing a late October sail under a rising moon.



Anthony Gallow is the first time recipient of the "Gallant Skipper Trophy" for showing gentleman like competitive sportsmanship and providing opportunities for new sailors to enter racing as crew on "Take 5".

BQYC REUNION Friday Nov. 16, 2007

The Bay of Quinte Yacht Club is hosting a "Reunion" for past and current members on the evening of Friday November 16 2007 at BQYC during Happy Hour.

If you know former members please invite them to join us and Renew old acquaintances, meet new members and stroll down Memory Lane with displays of old photos, videos etc. from past BQYC events.

Hors d'oeuvres will be served after the Draw (approximately 7:30 PM)

For more information Please contact:

Susan Smith, Club Historian at 613-968-4980

Note:

If you have any photos you wish to contribute for our displays please bring them to the Club. A group is meeting on Thurs. Nov.1 at 7:00pm to begin compiling our Memory Book(s) of photos.

If you are interested in helping please join us.

Make a Difference Vice-Commodore – Robert Lander

As we all know it takes a great deal of time and effort from many dedicated people to keep the Club running well. In order to support this effort and improve the overall management of the Club, the current Board of Directors is recommending the implementation of Club Committees. Club Committees will help share the load, enable more members to become involved in an area of personal interest and provide improved consistency year to year.

In the following pages of this edition of the “Bulletin” is an initial list of Club Committee positions. This list will no doubt be refined and improved with your input so please feel free to suggest any additional duties that may have been overlooked.

This is your chance to get involved, be a part of the team and make a difference.

All Club members are asked to consider volunteering for one of the Committees for the upcoming year which begins following the Annual General Meeting, November 29th. A list of interested Committee members is being prepared now and will be finalized at the December meeting of the joint incoming and outgoing Boards.

If you have any suggestions or questions or if you would like to volunteer for a Club Committee please contact any current Board member.

Also in this bulletin is the form for Nominations for Flag Officers and Directors. Please consider taking on one of these positions and submit this form at least 48 hours prior to the AGM.

Sue Jordan’s - Entertainment Report

Entertainment has had a financially successful year. This success is due to our members who hosted events, their crews, who assisted with the set up, preparation, decorating and clean up, and also our members who came out and supported these events. Thank you to all those involved for making this a great year.

On Friday November 16th 2007, the Board and Entertainment are hosting a **Homecoming**, and **Entertainment Thank You Evening**. I would like to invite members to join us for Hors d’oeuvres in the dining room, during the Happy Hour. (More information on the previous page)

I will be stepping down from Entertainment this year. I have enjoyed my two years on the board, and

entertainment is a great way to get involved, have fun and meet new members.

This year the board has suggested having committees to work with the various portfolios. Under entertainment it has been suggested to have committees for the following:

- Members draw & 50/50 draws
- Advertising Posters & tickets and emailing entertainment events
- Special events for the traditional formal events.

Anyone interested in running for entertainment or assisting with a specific committee please call Peter Savidge or myself.

Once again thank you for all your support.

BQYC Club Committees

Committees	Position	Duties
Membership	Rear Commodore	See BQYC Constitution / Policies and Practices
	Marketing Coordinator	Prepare Club brochure and solicit advertisers
	Membership Administrator	Maintain membership list and distribute cards
	Recruiting Initiatives	Work on membership recruiting initiatives
	New Member Buddies	Help introduce new members to Club functions
Sailing Instruction	Director	See BQYC Constitution / Policies and Practices
	Registration	Maintain registration files and send confirmations
	Marketing	Prepare brochure, posters, web site, road signs, ads, newspaper articles, etc...
	Finance	Administer budget, long term capital plan and grant applications
	Adult LTS	Organize and teach Adult LTS
	Dinghy Maintenance	Maintain dinghies for use
	Coach Boats and Motors	Maintain Coach Boats and Motors for use
	Camp Coordinators	Attend daily opening and closing of Camp and respond to daily camp needs
	Performance Team	Organizes regattas and finances of performance team
	Sail Fleet	Fleet Captain
Official Scorer		Maintain and post Race Results
BBQ Coordinator		Assist Race Committees with post race dinners
Burrows Chair		Organize the Burrows Regatta
Katy Grey Chair		Organize the Katie Gray Race to Picton
Special Regatta Chair		Organize interclub and special regattas
PHRF / Protest Committee		Sit on PHRF / Protest Committee
Power Fleet		Fleet Captain
	Assistant	Assist Fleet Captain Power
House	Director	See BQYC Constitution / Policies and Practices
	House Crew	Assist with House maintenance tasks
	BBQ	Ensure BBQ are maintained and propane tanks filled
Entertainment	Director	See BQYC Constitution / Policies and Practices
	Friday Night Draws	Organizes the members draws and 50/50 draws
	Advertising	Posters, tickets and email notices of upcoming events
	Special Events	Planning decorating for special events

Bar	Director	See BQYC Constitution / Policies and Practices
	Club Rental Coordinator	
Grounds	Director	See BQYC Constitution / Policies and Practices
	Grounds Crew	Assist with Grounds maintenance tasks
	Dock Master	Assist visiting boaters and oversee activities at visitor the dock and Gin pole
	Lift-In Coordinator	Organize and oversee Lift-In
	Lift-Out Coordinator	Organize and oversee Lift-Out
Bulletin	Director	See BQYC Constitution / Policies and Practices
	Publication Crew	Assist with the publication of the Bulletin
Treasury	Treasurer	See BQYC Constitution / Policies and Practices
	Payables	Prepare semi-monthly cheques for payment of suppliers for Treasurer's signature
	Receivables	Prepare deposits for Sailing School, Membership, Lift-in/Out and other revenue
	Payroll	Prepare semi-monthly payroll cheques and related government payments for Treasurer's signature; maintain employee files
	Inventory	Assist with year-end inventory count and valuation
Secretary	Secretary	See BQYC Constitution / Policies and Practices
	Assistant	Assist Secretary
Constitution	Vice Commodore	See BQYC Constitution / Policies and Practices
	Constitution Officer	Maintain the official Constitution documents
Commodore	Commodore	See BQYC Constitution / Policies and Practices
	Past Commodore	Assist and mentor the Commodore



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BAY OF QUINTE YACHT CLUB NOMINATION FORM FOR FLAG OFFICERS AND DIRECTORS 2007

The undersigned are fully qualified voting members in good standing of the Bay of Quinte Yacht Club of Belleville Incorporated. Nominations shall be accepted for election to the Board for any one of the following positions.

Please check your choice of position.

COMMODORE	
VICE COMMODORE	
REAR COMMODORE	
FLEET CAPTAIN POWER	
FLEET CAPTAIN SAIL	
TREASURER	
SECRETARY	
BAR	
BULLETIN	
ENTERTAINMENT	
GROUNDS	
HOUSE	
SAILING SCHOOL	

If elected I will consent to act and discharge the responsibilities of the position indicated above for the forthcoming term of office.

Signed _____ Please Print _____

Proposed by _____ Please Print _____

Seconded by _____ Please Print _____

This nomination form must be in the hands of the Club Secretary 48 hours before the Annual General Meeting.

BQYC MEMBER D'ARCY KENNEDY COMPLETES ATLANTIC CROSSING.

On September 30th 2007 at about 1900 utc I stepped onto the docks at Portimao Portugal to celebrate the completion of my first Atlantic crossing aboard my CS 33, Practical Dreams.

I had been talking about my journey to various club members over the past couple of years and by the time I departed from the Belleville/Kingston region a year late, I'm sure the general conversations were likely, here's another dreamer whose dreams will likely never see salt water.

After two years of preparations, my house was sold, the boat was almost ready and my adventure began July 16th when Dave Hinton of Loyalist Cove Marina trucked me and my CS-33 to Rimouski Que. (about 300 km past Quebec City). On July 21, with the new name Practical Dreams and Canadian Flags on both sides and the stern, my boat was launched into salt water for the first time.

I made my way to Bathurst NB where I continued to equip the boat for ocean voyaging. I did return trips to Halifax via car to pick up ocean safety equipment that was not available in Ontario.

I had been told that if you wait until your boat is ready you would never leave the dock. And this I find to be true. But Practical Dreams was close enough that all the talk and years of dreaming were now literally a Practical Dream.

By early August I had just about completed provisioning in Charlottetown PEI when we got a lobster pot line wedged between the hull and rudder between Charlottetown and PEI and my first of two ocean swims occurred to cut the line free. Unfortunately we were not able to save the pot and re-attach the bouy.

I have not mentioned my crew as of yet, but my crossing was not solo. My crewma was a thirty year old German sailor, Sebastian Groth. He had a good deal of ocean sailing and was scheduled to do a crossing from New York but the captain became ill and the opportunity fell through.

On August 11th/2007 the two of us passed through the locks at Canso Straits and at 1600 Aug.12/2007 left Hawkbury in the Canso Straits bound for the Portugal mainland via the Azores.

We registered our sail plan with family and the Canadian Coast Guard.

I was told by the east coasters that the weather we were seeing was the first decent weather they had experienced all summer. I heard from other sailors departing before us who reported tough sailing conditions. We happened to hit the near perfect weather window for 2007.

We were treated to a wide range of marine life and sea birds throughout the crossing. My favourite was a pod of about twenty whales that stayed with Practical Dreams for nearly eight hours. At one point they were tapping the hull, in almost a comforting gesture.

On Aug. 26th we sailed into the port city Horta on the Island of Faial, the Azores.

Our crossing had been perfect until about 260 nautical miles from Horta when we got some stiff breezes on the nose. The last 260 nm (as the crow flies) become close to 600nm in a tough tacking grind with 16ft. seas from two directions.



Nobody seems to talk much about the Azores but I can tell you that after spending a month in the island of Faial, it is a terrific location. Costs are very reasonable and in the words of other world sailors with global experience several times over - ***"The Azores are our absolute favourite location on the planet!"***

There is a painting that is on the sidewalk at Horta. Voyagers are invited to make a contribution of their individual paintings. The entire perimeter walls around the marina are effectively the guest book of the island. It is an amazingly welcoming custom.

As you can see by the pleasant look on my face and the water behind Practical Dreams that the ocean is not consistently violent.

We did have some lumpy seas and waves somewhere around sixteen feet, trough to crest, but even when things are a bit tougher, it is not typically dangerous. Proximity to land is a far greater risk than open ocean. Bare in mind that as recreational vacationers we have the freedom to travel in the softest weather windows, which is, in my opinion the only way to logically participate in ocean sailing.

Horta/Faial/Azores is an absolutely lovely island. The atmosphere is completely friendly and there is none of the sort of concerns about theft or constant hassles of begging from islanders. In the month that I was there, I was not approached once. The attitude at customs and immigration is also completely relaxed. You are invited to stay as long as you like. The peak season is until the beginning of September and I have been lucky enough to have perfect weather, just post the tourist high season. The rates are low and the cost of living on the islands is exceptionally modest. In the month I was there, day time temperature never went above 24deg.C. and night time never went below 19deg.C.

I departed Horta on the afternoon of Sept. 20 and arrived in Portimao, the Portugal mainland, in the afternoon of Sept. 29. We made a specific effort to follow the most advantageous weather and climbed from the 38 deg lat. of Horta to between 40 and 41 deg. The winds at 38 deg. were from the east and above 40 were pretty consistently from the west. We were almost a week faster than boats which left around the same time but stayed at 38 deg.

Again we had some problems with fishing nets. This time picking up about a 14' loose nylon net about 300 nm off the coast of Portugal. Fortunately we spotted it and never ran the engine while it was trailing behind. So my swim to begin the crossing was bracketed by a swim at the end. We had inquired as to whether a tow into harbour was available, but decided that after thousands of miles of open ocean, the last thing we were about to do was get towed the last couple of hundred yards.



The second leg was about 1300 nm. and weather again was perfect. We had very few quiet times with no wind. with the first leg amounting to about 1800 nm and the total is around 3100 nm covered in 23 days. that averages about 5.6 knots for the entire crossing and I am told that this was a very efficient crossing for a recreational cruising boat of 33'.

I am in Portimao currently and just received a steering pulley from Holland Marine. I will be likely under way within the next couple of days to do a turn around to Gibraltar, while the weather is fine.

I return to Canada for a break from Dec. 04 to Jan.08th and will make a decision as to whether I will winter the boat here for some Mediterranean touring in the spring or shift to the Canaries for a return to the Caribbean winter sailing.

There is opportunity for those interested to join me for various segments of this flexible tour. Contact me via my e-mail address but identify yourself with BQYC in the subject so you don't get trashed as spam.

It is interesting to see the complete range of sea going vessels making use of the wind. When I was in Horta, there was a reed boat (remake of the Raw Expedition) that was rescued as the adventurers had to abandon the boat as it fell apart under them.

The other day, Bounty, (built in Lunenburg in 1962 for the version of Mutiny on the Bounty with Marlon Brando) came into the marina. Two Canadians, apparently from the Kingston region, came on board while I was visiting. Bounty is on a round the world and invites individuals to sign up.

The other photo is a modern cruise ship that incorporates sails as a part of their mode of power. I suspect that sails are only a suplliment, as the cruise ship industry is likely too regimented to accept the inconsistency of wind direction and intensity.

But sailing remains an important factor on the ocean, especially for recreation.

One thing that is very different from making for the mark in competitive sailing, is the amount of gear that you need to have on board to be self-sufficient

for distance sailing. The approach is most certainly to sail softly. You cannot afford to break your boat. It's not as easy as popping to the local chandlery for everything that you need. Any club racer who contemplates ocean sailing must consider a completely different mind and skill set. The young German I sailed with to Horta was responsible for some of the failures we suffered because of over doing it. The 12 year dedicated ocean sailor from England made suggestions during the second phase that I'm sure will contribute to many miles of relatively trouble free sailing in my next segments.

I have had several suggestions that with the significant distance already on my platter I should consider going all the way around. That was not the

original objective but there is some thought that will be considered to doing just that.

I was thinking that I might go back to Horta and place a couple of other names on my painting, BQYC and Loyalist Cove Marina.

I would like to mention Dave Hinton again. I have been in and out of many marinas and worked in quite a few, from Port Credit to Montreal, over the years. Dave Hinton is without question, one of the most consciensious, skilled and helpful individuals I have ever come across in the marine industry.

I will be in touch. Since I am back in Canada from Dec. 04 to Jan.08. I will see if I can assemble a photo travel log and drop it off somewhere around Christmas.

2007 was a good year for sailing at BQYC



Rob giving commands as he tries to catch Peter



Anthony and crew after winning the Challenge Cup race



Two competitors in the Saturday gales of the Gold Cup Regatta



Green Peace as seen while cruising by Kinston