



Founded 1876

"ON BOARD"

Newsletter of the Bay of Quinte Yacht Club

June/July 07



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

COMMODORE'S COMMENTS Now is BQYC's Busiest Time!

In some respects this is the busiest time of the year at BQYC. Some winter activities are still winding down, and the summer sailing season is in full swing. Since the last edition of On Board there have been many successful Friday night dinners, and thanks go out to **Sue Jordan** and everyone else who help to make these events happen. The Easter Breakfast and Easter Egg Hunt hosted by **Rosemarie and Bill Lawson** was once again a great success, and enjoyed by adults and children alike. I have been assured that the Past Commodores Ball was enjoyed by all, although **Jacky** and I were in Petropavlovsk at the time. Congratulations are due to **J. T. Trueman** and the Lift Committee for a very smooth and trouble free lift-in in spite of a rather damp and chilly day.

There is a variety of upcoming events to mark on your calendar. At the moment **Patrick O'Boyle-Kelly** is making arrangements for the return of the Vikings; they were very pleased with the hospitality shown to them last year. For further information I turn you over to Patrick. Be sure to consult the Club racing board for the various sailing events, and don't forget Sail Past on June 16th. I plan to

represent the Club at the Annual Review of RCSCC Quinte & the Belleville Branch of the Navy League of Canada at the end of May.

A number of Club Members have been quite busy behind the scenes setting up communication links with various of organizations including the City of Belleville. Given the changes which have occurred not only in our organization but also within the City this is vital at this particular point. While all of this is going on **Susan Smith**, Director of House, continues to be constantly on the alert for the endless potential problems which can arise within the physical structure of the Club. Whether it is false alarms or faulty locks these crises can be extremely time consuming and never occurs at convenient hours but Susan is always there to remedy the situation. I mention this because I suspect Club Members tend to be more aware of her other hat as Club Historian.

All members were saddened by the passing of **Bert Terbrugge** on March 22, 2007. Bert was a member of BQYC as well as the Bay of Quinte Golf Club for many years. For the last five years he had been a winter

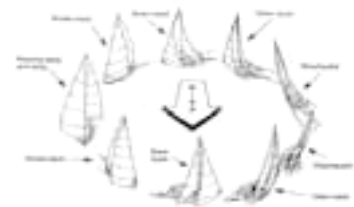
IN THIS ISSUE

(In Order)

- Past Commodore's Dinner
- Grounds
- Membership
- July Cruise
- Fleet Captain Sail
- Beating the Winter Blahs
- History of the Vikings
- Women Sailors' Association
- World's Shark Regatta
- From the Long Bar
- Sail Past Dinner and Dance
- Sail Past Instructions

Adult Sailing School continues until the end of June, every Monday starting at 6:00 pm.

We are always looking for BQYC skippers to take two or three students out for a sail. Share your expertise and experience with these enthusiastic students!.



resident of Vero Beach, Florida. Our thoughts go out to his family at this time.

Leslie Ash, Commodore

PAST COMMODORE'S DINNER

The Past Commodore's Dinner was a delight and very successful. Thank you Past Commodore's for your suggestions and participation. **Thank you Sue Jordan in the planning and the following for their efforts with the set up Sandy Gill, Joan Boor, Joanne Skelsey, Sally Steele, Jean Scotti, Frank Scotti and John Boor.**

Happy Boating Everyone

Rosemarie Lawson
Past Commodore

GROUNDS DIRECTOR

I would like to thank the "**Mast Rack Fairy**" that showed up and stowed it properly before I got to it. Many thanks also to the people who disposed of the post lift in clean up stuff.

J.T. Trueman

Membership Directory 1, 2, 3

The 2007 BQYC membership directory has been printed and is now available at the Long Reach bar. If you're not already done so, drop by at your earliest convenience and pick up your copy. I have tried to make this directory as complete and accurate as possible but a few mistakes have already been brought to my attention. I'm not omnipotent. I do not see all, hear all or tell all. My biggest failing is probably that I don't tell enough. In fact if you have known me long enough, you'll have heard me say that I do not repeat gossip so listen closely.

Please follow these three simple steps: 1. Drop by the Long Reach bar and pick up a copy of the directory; 2. Review the directory - at least your own personal information to make sure that is correct; and, 3. Let me know if there are any errors or omissions. You can call me @ (613)-968-4270 or e-mail at the club

(membership@BOYC.org) or my personal e-mail (jimerwills@hotmail.com). I'll make the corrections to our master list and these changes will be reflected in the next edition of the directory.

So if throughout the year should you have any life changing events including moving, new phone, new e-mail or change of name or boat or boat name (boaters are notorious for one footitis) please let me know and I'll make the appropriate change on our master list. I may not necessarily come to any of the ceremonies involving these life changing events but I will make sure that your records with the Bay of Quinte Yacht Club are kept straight.

Jim Wills
Rear Commodore

**PINEGROVE
BOARDING KENNELS**
"Home Away From Home for your Pets" - Since 1981
INDIVIDUAL INDOOR - OUTDOOR RUNS
Pet Supplies - Grooming
Fiona & Bernie King
R.R. #1 Corbyville, K0K 1V0
969-8886


infinite ideas
CORPORATE WEAR &
PROMOTIONAL PRODUCTS
Linking people and
products with ideas

Jennifer Earl
Tel: (613) 966-0976
Fax: (613) 966-4346
190 Macdonald Avenue
Bellefleur, ON K8N 3Y3

July Cruise

If you have not signed up for the July Cruise, don't wait, it might get sold out!!!!.

If you are coming, please give a cheque (payable to me) for \$25 to reserve your evening at Fort Henry. This cruise is open for all club members, power or sail, and is designed for easy sailing to our points of destination.

Sodus Bay Yacht Club will be joining us at the BQYC for the JULY 4TH WEEKEND. Arrangements are still being made.

June 16th is Sail Past, so let's make this the biggest one yet!
Happy Cruising

Pat Holcombe Fleet Captain – Power

Fleet Captain Sail

Well the Racing Season is underway... and the weather is trying to be cooperative.

Our Wednesday night series is underway with three races completed under light winds. In the first race of the year there was "no finishers" within the time limit for the white sail fleet.


The B of LE race was scheduled for May 27th and the R/C and fleet bobbed patiently for the wind to come up but to no avail. Our R/C made the wise decision of postponing the race and saving it for another day.

The Belleville to Trenton to Race was well attended and the weather was fantastic... especially compared to last year! **Justintime** and crew led the fleet the whole race, sporting some

new sails, but in the end it was the Soling from CFB Trenton, which was not too far behind, that came out victorious in the "waterline +1" handicap system of the race.

Once again scoring has been a trying experience and to no fault of our scorer. The scoring program "locks up" on our current computer and our scorer has been taking the results home to score and bringing them the next week. Please be patient as we try to find the solution to "un-locking" the program...

*Kristine Davis
Fleet Captain Sail*



DR. KEVIN DINSMORE
B.Sc. (Hons), D.C. *Chiropractor*

Tel: (613) 967-8307
Fax: (613) 967-5779

Family CHIROPRACTIC CENTRE

156 Bridge St, East, Unit 2
Belleville, ON K8N 1M9



Your First Choice For Meat

GILMOUR'S
Meat Shop & Deli

Jim Gilmour, Proprietor

Call: 966-MEAT (6328)
Just Over the Bay Bridge in Rossmore



KINGSTON SAIL LOFT

TEL (613) 531-9373

ANDREW SOPER
(SAILMAKER LTD.)
JOHN CLARK
(JC SAILS)

60 RIDEAU STREET
KINGSTON, ONTARIO
K7K 2Z7

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

Project Diva

BEATING THE WINTER BLAHS

By Nick Hancock

Here's a way to beat the "winter blahs" without going south; build a boat in your basement

But don't rush into it unless you have the time, which I have and the patience and woodworking skills which I've slowly gained this year. Oh yes, and a spacious, well lit, warm workshop helps too.

Last winter I spent most of my time in our new home's depths working on the fairly complex planking of an 'International 12 ft' dinghy'. There are 12 planks each side and currently I'm fastening the tenth one. This, I consider, is quite good progress. Hopefully the boat will be finished and ready for launching this time next year. I hope!

The lapstrake (clinker) wooden craft is similar to the sailing dinghy built by Wright's of Ipswich that my parents bought me when I was barely 12 years old and keen to learn to sail. They had a power boat on the Norfolk Broads and Buddy was always in tow. Every weekend and holiday was an adventure exploring the waterways of this unique area.

More recently, back in 1997, while browsing in the book shops on Yonge St. in Toronto I came across some back issues of the English boating magazine *Classic Boat* and was intrigued with an article on the International 12 ft dinghy. Designed in Britain in 1913 and still popular in Europe, it was pretty much identical to the dinghy I had as a youngster. So, right there, I decided a replica would be a major retirement project.

After a few letters to the magazine and many e-mails to a class contact in Italy I finally received a complete set of the plans for the dinghy. However, the measurements were in metric and the instructions in Italian (an Italian dictionary was no help with technical terms). But there was no going back.



Project Diva (not her final name!) started two years ago when I built a strong building frame, cut out the moulds, made the

transom, and, what proved to be the most difficult task so far, the stem. I also made two centerboards plus a fixed and lifting rudder and the spars for the lugsail 100 square foot rig. The mast is the lower section of a Laser rig with a wooden top mast.

But I still needed a workshop and this came about when house hunting last spring in Belleville and we toured our current side-split which, to my joy, had a full, unfinished basement complete with a walk-out to the back garden. Perfect!

When it was designed well over 90 years ago as part of a competition for a popular small dinghy, the International 12 was a fairly heavy craft with a steel centerboard, thick planking with ribs, and cotton sails.

My dinghy is built from planks cut out of 8 x 4 sheets of five ply, 6mm thick okoume marine plywood glued with a 5/8 inch overlap and using West epoxy resin and powder to thicken the mix. This means every plank has to be scarfed but thanks to Peter Cox who made me up a jig using a router that does a great job for this time consuming and important task. It has a wooden centerboard, Dacron sails and all-round should be much lighter than the earlier craft. The initial sails should be interesting.

How are you going to get it out of the basement? Not surprisingly that's the most frequent question I'm asked. Many, and I mean many times I've measured the doorway's width and remain confident that the dinghy will squeeze through. Confidence remains high!

My plans for this winter? I'm not going south. Just down to the basement. **NJH**



Memoirs of Vikings' Revenge

Dear Susan, Sept. 1987

Your note of June 30, 1987, to my brother, C.P., was passed on to the Commodore of the Viking fleet, George W. Conaty, who has asked me to respond, as general counsel, bail repository and fleet historian of Vikings' Revenge. Your enclosures regarding the history of the Murray Canal were very much enjoyed as all sailors in the fleet especially look forward to that part of our trip.

You ask for "historical information and anecdotal memories of past Viking Revenge trips". Anecdotes abound; however, the sequence of events of fourteen years of restrained debauchery has become somewhat dimmed by time and the gargle, so any history of our annual excursion must of necessity be quite sketchy, and deservedly so.

Viking Revenge I was the product of the combined hallucinating of George Conaty - yacht Bluebird, Red Gray - yacht Grand Rouge and Kenny Gjersoe - yacht Vitamin E (and yes, the spelling of the name is correct). In the gentler year of 1973, these three captains were shaking off the effects of the night before in Sammy's Riverfront Bar located at the mouth of the Genesee River in Rochester, when the idea was conceived to travel to Canada's fair shores for a long weekend. Intense planning followed for a period of several days; supplies were laid in, boats checked and readied, mates and crew signed aboard, and tender leave taken of loved ones. The three yachts departed from the Genesee Yacht Club on the east bank of the Genesee River in mid-June, 1973, and, after a particularly difficult crossing, made land fall at the west bank of the Genesee, a distance of perhaps 150 yards. The intent, of course, was to have one last drink at Sammy's before departing, but the boats never left the river for three days. Thus began and ended Viking Revenge I, the perfect model for what would become a tradition of Viking ineptitude, substance abuse and futility.

In the following year, matters were much better organized. The number of boats grew to six, provisioning was planned well ahead of time, invitations sent to diverse local scaifs, and the firm rule established that the boats would clear Rochester piers not later than 9:00 p.m. on Wednesday. O' Loughlin's Bar on the east side of the river was selected as the gathering place, and precisely at 8:00 p.m., the Commodore ordered some 22 or 23 Vikings to the boats. A last drink

was had at Sammy's, a couple of rousing shanties sung, and promptly at 12:30 a.m. the fleet cleared Rochester light, led by the flagship Mandalay (Captains Richard Eisen and Jay Napier) and followed by the Bluebird, Grand Rouge, Vitamin E, Carousel

(Capt. Ward Smith) and Bridghid (Capt. Brian Kennedy).

Land fall at Presqu'ile Bay, Captain's breakfast, Bloody Mary's, scallions, customs, then into the Murray Canal. Herons, an egret, first beer of the day at The Carrying Place, then suddenly, into Quinte Bay. On this, the maiden foray, the Vikings are cautious, only venturing into Trenton for foraging and plunder. Friday the Viking's SWAT team quells a disturbance in a local pub, followed by a quiet party on the docks. Early Saturday, back through the canal headed for Cobourg, but just after pointing west past Presqu'ile, light, a hellacious lightening storm strikes, driving the Vikings back into the bay. In the blinding rainstorm, several crew members are heard singing "Rock of Ages". The squall passes followed by brilliant sunshine as the Vikings pull into Brighton. A perfect rainbow frames the eastern shore of the Bay as the Vikings praise Odin for safe delivery from the gale and Park Bear leads the crew in hymns of thanksgiving. Several Brightonians join the evening's celebration and friendships persisting to the present day are formed.

Sunday, the Vikings hoist anchor and sail for the lovely Genesee, laden with plunder from the Northern Shore. A modest welcome at O'Laughlin's and then home to anxious loved ones.

Viking Revenge III was more ambitious, the skippers flushed with the success of Viking Revenge II. The crews gathered at O'Laughlin's and traveled by car to Sodus Bay as a jump off for Kingston. Admiral Hornblower cut a dashing figure standing at the forestay of the Mandalay as the fleet sailed northeasterly against a postcard sunset. The warlike Vikings, clad for the first time in their Hagar shirts, ran into severe problems getting into Kingston Harbor, several seasoned skippers running aground. Proud Viking captains, reluctant to admit incompetence, began a storied Viking Revenge tradition of blaming everything but themselves for the disaster. In this case, it was solemnly averred (and accepted by a docile crew), that the buoys had shifted. In Kingston Harbor the

Vikings experienced their only foul weather of the 14 years, with constant rains driving the skippers, mates and crews into Muldoon's and Finnegan's where, to their regret, they were introduced to John Wayne size bottles of Bras D'Or. After two days of pillaging in the ravaged city, the Vikings set sail for Fisherman's Cove on Saturday morning, the crews curious on sailing out of the harbor as to why the Wolf Island tour boat flew a Yankee flag above the Maple Leaf. The skippers proved their seamanship navigating through cloud thick fog to Fisherman's Cove, where an early morning concert by Brian Kennedy was interrupted by a heavy rainfall. Morning brought calm seas and a windless day, and the Mandalay began her career as a tug, towing six boats, the fleet now having expanded to include the Sea Roemer (Capt. Charlie Roemer).

Viking Revenge IV took the Vikings for the first time to Belleville. The fleet had now expanded to 8 yachts and the complement was now some 45 rogues, ruffians and roués. After the usual rigorous inspection at the Presqu'île customs shed, the Vikings again experienced the delights of the Murray Canal and upon entering the Bay, were treated to the popping of chutes and the crews saw the first of many exciting races, through the Bay of Quinte. Bluebird and Bridghid engaged in a furious tacking duel, concluding with both boats on opposite tacks heading directly for the closed turn bridge which miraculously opened as they crossed in mid channels. Viking Revenge sailors were then charmed by the hospitality of the Bellevillians, particularly at Lulu's, the Chartroom and the Bay of Quinte Yacht Club. A strong bond is forged between the Vikings and the Belleville Police Department, largely through the mediation of Stu Meeks, and several items of personality belonging to the Police Department are returned by the Vikings in exchange for future safe conduct passes. The local constabulary and ambulance corps participate in a ruse featuring a Viking crew member whose broken body is brought to the docks in the early morning hours after having fallen from the Town Hall Tower and being refused admission at the local hospital because he didn't have an OHIP card. Most Vikings are taken in by the charade and the local cops had the last laugh.

On Saturday, on to Trenton, a warm welcome and the first of many Viking native weddings were performed. Sunday brought no winds and the fleet tender again towed the Vikings home, a trip which featured the first breeches buoy ever fashioned for the transport of suspicious substances between boats, and the debut of the Mighty Mandalay Art Players,

featuring the Pirates of Penance. A huge throng awaits at O'Loughlin's and the conquering heroes carry the party well in the night.

Viking Revenge V saw the Vikings pointed north - westerly to Port Hope, the captains having concluded it wise to let the Bay of Quinte and the easterly shore lie fallow for a time. A perfect cast-off from O'Loughlin's, and the fleet cleared Rochester light promptly at 9:00 p.m., heading into a perfect sunset. Once again, as seems to have happened on all the Viking's trips, a long period of cold, wet weather lifted on the day of embarkation. Farley Mowat rebuffed the Vikings' generous invitation to join them in the pillaging, replying that he was "fortunately out of town that weekend

Once ashore, the Vikings had the advantage of surprise, and were welcomed warmly by the natives. Ed Pursey became a regular benefactor and has since been foolhardy enough to join the Viking fleet with the yacht Purr-Sea, our first and only Canadian Viking Skipper.

On Thursday, the Vikings made contact with the local Valkyries and were quickly challenged to a contest of arms...The Walton Hotel Warriors vs. The Vikings in a game of Yankee baseball. In the pre-game ceremonies, the Vikings are inspired by a stirring invocation and exhortation by Fr. Guido Sarducci. The Vikings, playing on the road, struggle at the outset of the contest but prevail in the end. Cap'n Conaty becomes a casualty in the contest when he rounds third base and slides into home plate, resulting in the diminutive catcher bouncing quickly to her feet and Cap'n Conaty writhing on the ground with a separated shoulder. The local Valkyries treat the Vikings to the healing spirits at the Walton Hotel and the Vikings show their appreciation with a rousing rendition of Barrett's Privateers. The week's festivities conclude with a double vicar wedding on the docks, enlivened by an errant flare which drops perilously close to the uranium plant at Port Hope Harbor. A poignant farewell to the natives on Sunday morning and the Vikings return to Rochester under gray skies and heaving green seas, leaving many Vikings regretting the debauchery of the night

before. A perfect off-shore breeze greets the Vikings off Rochester light, and the fleet makes harbor in the Genesee River after a warm welcome from the Mandalay Yacht Club. The aging Vikings have only a parting toast at O'Loughlin's and then to home.

It is at Viking Revenge VI that the fleet historian's memories begin to dim, for on that trip the Vikings determined that Belleville would be the site of all future Vikings voyages. Many factors influenced this command decision, among them being the beauty of the Canal and Bay of Quinte, the ideal distance, the friendly natives and the fact that the Vikings had some color photographs of the chief of the Belleville Police Department in some rather compromising circumstances. The return annually to the same site has taxed the fleet historian's memory because without the definition that a differing locale gives to events, the various exploits of Vikings blend together in one long rather bleary tableau.

Some notable memories do exist however, such as the songfests on the docks in the early morning hours, Stu Meeks' ultra-liberal harangues on the park lawn, the Yacht Club Sail Past, the Welcome Vikings sign on the mirror at Lulu's, the Paddy's Party on the docks (begun at 9:00 a.m.), Brian Clancy, Pat Lynch and Steve Buckner in concert at Lulu's with fragments of the Annex Cadillac's, the quiet afternoons in the Christian Science Reading Room and the tours of the Cathedrals in Belleville.

Some familiar quotes from past odysseys come to mind also; "Wally, get out of the road", "Cyclops", "Did you hear what Bill Hall did last night?" "There will be no drinking today!!" "It's Eliadal's air!" It's Bluebird's air! (Note that weather conditions totally dictate the outcome of a race, not seamanship
END

Vikings Revenge Dinner and Social

The Vikings Revenge Fleet consists of a group of boaters from Rochester NY, Boston Mass. And other US ports who have been visiting BQYC since 1976. The Vikings are returning again this year on June 14 and staying until June 16. Join us in welcoming our fellow sailors from across the lake and share in some tall tales.

Thursday June 14th @ B.Q.Y.C.

Chicken Dinner

To welcome the Viking Fleet

Menu

Quarter Roasted Chicken

Baked Potato

Salad Greens

Rolls & Butter

Dessert

\$12.00 per person

Tickets available at the bar

BQYC MEMBERS - SHARK REGATTA IN AUSTRIA

The Bay of Quinte Yacht Club had one of the largest contingents at the Shark Regatta in Austria this May.



Surrounded by mountains! Made for some VERY challenging wind shifts!



That's Peter and crew in CAN 1488

In the Austrian Championships/Omega Traunsee Regatta the first week:

Rob Lander, Evan King and Geoff Lanning sailed CAN 1489 to 10th place (78 points, 10 races) in a fleet of 32 boats.

In the Shark Worlds:

Peter Aker, Evan King and Geoff Lanning sailed CAN 1489 to 12th place (78 points, 7 races) in a fleet of 47 boats.

Rob Lander, Kim Lander, Andy and Patricia Thomson sailed CAN 36 to 22nd place with 123 points.

From the Long Bar

The Cash Register is now up and running. Thank you all for your all for your patience and understanding. I know how eager you all are to settle up you bar bill. However I have a final request to make. Please try and settle accounts when the bar staff are NOT swamped. Particularly when there is only one bar tender on duty. You all know what is like, waiting to have that glass refilled right now! Please bear with us just a little longer.

Dawn is planning to have a summer selection of wines, white and red, which should appeal to every palate. Watch for the specials advertised each week. Be adventurous, try a new wine you might even really enjoy it. Let Dawn and the staff have your feed back. If you have a particular brand you would like to see available - just ask.

Thanks to **Murray McCulloch**, the back bar room has been relayed and finished. This is what co operation and volunteerism is all about. Speaking of volunteering, the Viking Revenge from Rochester will be here on their annual cruise from the 14th of June until 17th. We are planning a chicken bbq and a breakfast on the Friday

morning, thanks to Sue Jordan and **Ed Stevenson**. Volunteers are needed. For the history of The Viking Revenge read the article elsewhere in this bulletin and speak to Susan Smith.

I would like the feed back from members about music in the lounge I have the feeling that most people do not watch TV while socializing. There are times of course when every one wants to watch- GO SENS GO. I would like to know if appropriate music would be more pleasant. Opinions please

Finally please remember under LCBO regulations only drinks bought in the club may be consumed on the Patio, Deck or surrounding area. Drinks may not be taken off boats.

“May the winds be strong and may the sun always be shining on you face, and may you be in heaven half an hour before the Devil knows your dead.”
Have a great summer!

Patrick OBK. - bar director

Sail Past Dinner & Dance, Saturday June 16th 2007

Hosted by Commodore Leslie Ash

Menu: Spit Barbecued, Roast Beef & Roast Pork, Baked Potato, Caesar Salad

Cheese and Pickles, Rolls & Butter

Dessert, Tea & Coffee

Catered by BBQ on Wheels

Dancing to *All Ears*

Dinner at 7.00 pm, Dancing at 8.30 pm

Tickets \$22.00 per person + taxes

In order to supply the caterers with an accurate number please book your tickets immediately!

BQYC SAILPAST 2007 SAILING DIRECTIONS

Saturday, June 16th

Commodore Les Ash aboard “Aqua Tune”

At 1500, Power Fleet will follow Fleet Captain of Power, Pat Holcombe, aboard “Get Met III “

Followed by Fleet Captain Sail, Kris Davis, aboard “Spankin Mad”.

(Normally, approach on starboard tack; come up head-to-wind, luff headsail on sailboats and furl Canadian flag, salute Commodore, bear off on starboard tack again.)

Ships should be dressed only while at anchor or dock. Monitor Channel 68