



THE MAINSHEET

**October
2011**

In this edition:

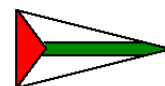
A sincere *Thank You* to a wonderful staff

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Grieg Hunter, Ed McIlroy, Barb Wells, Corey Fowler, Andrew Robson, Garrett Sartor

See you next year.



RCYC and ETOBICOKE CRUISES

Cruising 2011

It's already time to start thinking about next year's cruises. A bit hard to believe but most clubs start booking early in the fall.

Plans are that I will carry on as cruise coordinator for next season, I did my best to get fired but it didn't work. I'm open to any suggestions for next season's cruises.

If you have any ideas give me a call or send off an email dbruce85@hotmail.com

RCYC was fun and well attended weekend, Shirley and I enjoyed hosting. Thanks to Nan and Paul "Thistle" for a great breakfast.

I would also like to thank Kathy and Mike "Time Out" and Karen and Dave "Vesper" for doing such a great job hosting Etobicoke.

I will keep everyone informed as things develop for next season, but you can pretty well count on the July 1st and Civic Holiday weekends.

For anyone who has not joined one of our cruises, please give it some consideration. If you would like any information give me a call or email. Any weekend away on your boat is good; the club cruises are just a great way to do that.

Keep on cruising,



“ED-IFICATIONS”



Ed's ramblings

Sept 2011

How about a ...”Did you know feature”

Did you know

- We once again shattered the “boats accommodated per capita” record
- The dockage waiting list has grown by 50% this month
- Fuel sales improved slightly over last year
- We say “sorry” to 20 requests for visiting dockage every day in the summer.
- I missed Barb’s birthday again (damn)
- Corey and Garrett’s tip jar was overflowing this year
- I field quite a few positive comments about our staff from visitors especially well, you know
- If NOLSC didn’t exist, no boats could visit NOTL.
- We received rave reviews on the bathroom renovation
- The lighthouse is solar powered now
- We accommodated a 130’ yacht (could be a record)
- And last but not least, I’m the Green Turtle Cay and 9 mile lake fishing champion for 2011 !!

Fall is here please allow us to take care of your boat for the winter in a timely fashion. Winterization info. , keys and scheduling is most important. Cradles, jack stands and trailers also need to be ready to go c/w names (boat or your name) marked on them. Thanks.

Ed

NEW MEMBERS

Membership Director, Henry Van Atte,
on behalf of the
Niagara-on-the-Lake Sailing Club Board of Directors, would like to welcome

Alexander Topps “*C’est La Vie*” Associate Member

Keith Hart “*Tribekah Dalesman*” Active Member

Niagara-on-the-Lake Sailing Club

Regalia

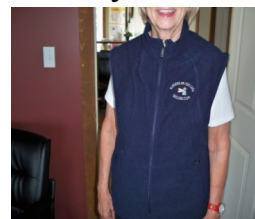


All I want for Christmas

Sailing club regalia is a wonderful gift.

Santa can stuff caps in stockings. You can wrap up a shirt with Niagara-On-The-Lake Sailing Club emblazoned across its chest. The windproof jackets are perfect any time and there are vests (a special surprise for her), hoodies and windshirts.

They are all in the office closet just waiting for you!



COMMODORE'S COMMENTS

It's been a great summer!

We froze in May

Got wet in the June rain

Roasted in July and August

And watched the Weather Network in September to check for changing sun, showers and wind.

It's been a great summer!

Hats off to our staff

Our club is known as one of the friendliest on Lake Ontario. And it's our dedicated staff (members too) who create this environment. Here's a salute to them.

Corey Fowler: Talk about a breathtaking event. Corey was on my boat helping me bring it in on the starboard side to the dock for gas. With an east wind on the stern and a propeller on the port side *Sweetie Punkins* was drifting away from the dock despite the current. To my amazement and horror Corey landed a two-foot jump about four feet to the dock. Scarey and amazing! However Corey has been charming members and visitors all season—he'll do anything to help.

Barb Wells: I often wonder if pumping gas, hooking up pump-outs and docking boats are outlined in Barb's job description? (Ed says "Yes." She was warned.) Well, from compiling financials to helping the social director with menus and taking care of members Barb does it very *well*. A couple of times I've heard a visiting boat radio ahead for instructions as they get close to port. Barb answers and guides them in — I think the visitors picture her with angel wings.

Greig Hunter: It was a long chilly spring. Nobody wanted to work on their boats. Then, of course, on the first warm day most wanted to go in, but others were still polishing and in many cases they were blocking the first group. Congratulations Greig you got us all in again this year. And your 'To Do List' after much work this summer is almost complete.

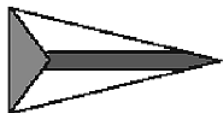
Andrew Robson: He's a painter (the A-Frame trim), gardener (chopped greenery around the perimeter) and, of course, the club hired Andrew to help launch boats—he's a very helpful addition to our staff. We would like to apologize to Andrew though. We didn't know about the poison ivy along the Nelson St. fence. He's a tough guy but it was pretty awful. Sorry Andrew and thank you.

Ed McIlroy

Besides being a walking encyclopaedia of NOLSC facts, methods and knowledge of how things work, Ed strives to make us happy. He'll entertain us with song or put worms on our hooks (he even took Howard Nesbitt fishing). Big challenges or little ones he makes sure the club sails smoothly. One of the little ones occurred at Levels when two locked cars blocked truck access to the gas dock, which was out of gas. The keys to the vehicles were on the committee boat. He calmly sent one of the Dock Rats to the lake to fetch the keys and all was well again.

Garrett Sartor: He's the opening act—whether as one of our Dock Rats he's the first person visitors meet when they arrive in Niagara or he's strumming his guitar before the band starts at our summertime parties, Garrett loves to please. His job is to tell people where to go—not always easy to do — and he's expert at taming the crews. We're hoping he'll come back next year if only to sing more songs.

Judy Brandow, Commodore



Letter from the Editor

Greetings Everyone!

I want to thank everyone who submitted articles and photos for this edition of the MainSheet. You make this easy for me!

Our season is almost over, some boats are even out of the water (including ours but then she hardly made it in!). From all reports I received the Club Cruises were a huge success and Shirley & David (Toucan), Kathy & Mike (Timeout) and Karen & Dave (Vesper) are to be congratulated and thanked for all their hard work. The Niagara Cup/Steak BBQ and the Corn Roast were sold out as is Tom Turkey. Debbie & Ron (Red Stripe) and Barb have outdone themselves this year. Thank you very much!! I do hope that those of you who haven't joined us yet, will come out and see how much fun we have.

I have enjoyed working on the MainSheet and hope to continue to do so for quite some time so please feel free to email articles and photos. Again, thank you for your help.

Judie Martin - E Z GO'N

judiem1@hotmail.com

Junior Sailing

Another successful year, seventy five happy children in a healthy environment, learning to sail those little boats on that big water, We successfully integrated three new instructors into our cadre. As I have mentioned we grow our own instructors. We have known them through their student days and have an excellent idea of their potential before we hire them.

Kate MacLachlan has left for her studies at Memorial University's Marine Institute. We will miss her smiling face and we thank her for her three years of excellent service. Cheers and good luck, Kate.

Ray Brimstead has donated his shark French Breakfast to the Club. We will put it into service next year as part of our adult sailing program. Our Tuesday night adult sailing is growing. We had fifteen registered students this year. Eight years ago we had three. This is another avenue for expanding membership in the club. The adults are more likely to buy boats in the near future.

Things are quiet at Junior Sailing now but in a couple of months we'll be involved with the Santa Claus Parade. We're always open to ideas and volunteers. Judy Brandow is co-ordinating plans. Please contact her or myself if you want to help.

Paul Sullivan

Director, Junior Sailing

Junior Sailing from a Student's Point of View

These past two months of sailing have been a lot of fun! I've learned so many new things like trapeze and spinnaker and also met a lot of new people. Once, on a very windy day, I was on the coach boat and was put into a 420 with another one of the students. We ended up turtling in the mouth of the river. Once we righted the boat, the mast came off! While one of the instructors got the mast up on the boat, the other student and I held onto the stern of the 420, and we drifted all the way out to the mile mark! Although at the time this was not a fun experience, now I look back on it as a great learning experience. Two months of Junior Sailing definitely makes for an interesting and challenging summer!

Not only have I been going to Junior sailing every day during the week, I have also gotten chances to crew on Tuesday and Wednesday nights, and take out a laser on Thursday nights.

Last summer I only knew a few key points about racing from white sail, but being in bronze now and racing on race nights has taught me a lot more advanced racing skills which will really help me in the future. Over all, it has been a great summer and it is hard to believe that it's almost time for school again, but I'll keep sailing on the weekends and after school till the season is sadly over and then I will start anticipating the next season!

Ali Mroz
Bonaventure

National Yacht Club—C&C Owner's Regatta

Going into the last race at the National Yacht Club's C&C Owner's Regatta on Canada Day Weekend this year, 3 C&C 27's were all within 1 point of each other showing how close the racing was in their class. Yogi Bear had the lead going into the downwind mark but skied the spinnaker when the sheet and guy were both let go by accident. Yogi rounded the mark in the lead still and sent pitman, Lawrence Bayer up the mast in the bossum's chair to retrieve the halyard and chute.

Yogi managed to keep her lead and finish first for the race and take home the Schaefer Marine Inc. Cup for the Regatta win.

Shown from left to right is Skipper Larry Bayer, Jim Hay, Lawrence Bayer, Michael Gaspich, Ian Morris and Griffin Data.



Just Junk

Splish Splash ... glub

Hooray for TV's *Just Junk*

When the producers of the television show *Just Junk* called to ask if the club had any junk we would like to get rid of, Ed McIlroy immediately thought of a derelict motor boat taking up space in the yard.

Just Junk, a company which disposes of unwanted stuff, also has a television program of the same name on CMT in which taking the "junk" away presents a challenge. The stars of the show John "The Hammer" Netherway and Chris Chew tackle the impossible removables.

They arrived one July morning with a film crew and attacked the derelict boat. Taking the hardware off first, then hauled the boat out of the water so they could attack it with a chain saw. Of course, as Ed and Chris were pulling the boat out John ended up in the water.

Today the boat is gone. The show is expected to air in January and we will let everyone know when it will be shown.





IN MEMORIUM

Ken Goodwin (Quiet Flight), passed away 23 July 2011.

Ken was passionate about sailing all of his life, having learned to sail from his father while growing up in Ste. Anne de Bellevue, Quebec.

Ken had rented sail boats (usually from Moorings) up to 60 ft, and sailed the oceans around Australia and New Zealand, The Tasman Sea, the Mediterranean, The South Pacific (Tahiti), throughout the Caribbean, The Atlantic North and South, the Adriatic and the Aegean.

He also sailed countless times across and around Lake Ontario as a member of NOTL Sailing club.

He was a great fan of the club, and I thank you for all your kind service to him over the last 17 (?) years he was a member.

Ian Goodwin

A Trip Around Lake Ontario on “Pure Spirit”

By Paul Masson

I enjoy going off sailing by myself and my first mate is not keen to live on the boat, so I left for 12 days early in July for a sail up the north coast of the lake and back on the southern, US, side – which I had not yet visited. My comments on marinas and anchorages may be of interest to some. I sailed my Pearson 27, a shoal draft boat made in Rhode Island in 1989, which has a Westerbeke diesel and comfortable sleeping arrangements for one or two. Though I do not have a dinghy, I took along an inflatable kayak as a substitute. All in all, the trip went well and I was happy to explore new places and meet new people. My overall impression is that the lake is very big and empty, especially its southeast part. It can also get rough very quickly so one is well advised to be aware of changes in the weather.



I set off July 4 from NOTL for Whitby, 36 nautical miles away. I like that destination when crossing the lake since it gets one up the north coast without requiring an extremely long day. Whitby Yacht Club is accessible and friendly, and the area has nice trails and a laid back atmosphere. The next day I went on to Cobourg. For once I was able to stay for free, courtesy of the Cobourg Yacht Club, since there was space on the wall fronting the marina where the yacht club provides dockage for visitors from reciprocal clubs.

After filling up my diesel tank I left the next day for the Bay of Quinte, despite a forecast that called for rain – which arrived as I neared Presqu'île Point. Fortunately it didn't last too long, and visibility wasn't too bad so I was able to get up Presqu'île Bay without mishap, enter the Murray Canal behind another boat and proceed past the two swing bridges and out into the Bay of Quinte. As we did so, both of us reversed in order to get rid of the mass of weeds that we had been dragging on our keels! I then motor sailed up past Belleville to one of my favourite anchorages, Sandy Cove, which provided protection for the north-west winds that were forecast, however, to stay moderate. Half a dozen boats already had had the same idea. Despite the long day (I logged 44 miles) I got out my inflatable kayak after anchoring and paddled around for a while before making dinner on my 2-burner alcohol stove. Weather had cleared and it was a beautiful evening.

The next day too was a long one, taking me through the Bay of Quinte, down Long Reach and Adolphus Reach to Prinzer Cove. I was able to sail for the first two hours until steering a little more north to navigate Telegraph Narrows. As is often the case here, the wind continued to head me even though I then turned south down Long Reach, so I didn't do any sailing again until Adolphus Reach. It was a great end to the afternoon though. Prinzer Cove is as lovely as described in the guide and I was able to anchor close to the end – in about 7 feet of water, weeds, and algae. The next morning I kayaked to the marina and went for a run along the shore, getting out to the northeast point of Prince Edward County. Another beautiful day! I then set off sailing to Main Duck, going through the Upper Gap past Amherst Island. The up and downward bound big ship channels go either side of Main Duck, which makes for an exciting destination despite its seclusion.

Main Duck itself, now uninhabited, used to be owned by US Secretary of State John Foster Dulles, but was repurchased by a Canadian and made into a park. I headed to Schoolhouse Bay, which was described as a snug and sheltered anchorage, which I gingerly entered and anchored in 5 feet of water. A large motor cruiser already anchored there and I were later joined by a small sailboat which was obviously local (perhaps from Kingston or Prince Edward County) and out for a Friday night of relaxation. Fortunately the boat was well crewed, because they had to reset their anchor after dragging in the middle of the night due to a sudden squall.

The next day dawned with fairly strong winds and rough seas out beyond Schoolhouse Bay. We delayed somewhat (Environment Canada was now calling for the wind to subside later in the morning), but then set off – I waited for the first boat to leave rather than trying to get by it, since the bay is so narrow. After clearing Admiral Island next to Main Duck I turned south and headed for Oswego, about 30 miles away. The north wind and rough seas made sailing difficult, but fortunately the wind backed to the west so by afternoon I was able to sail for a few hours with the wind on my beam. After leaving the big ship channels behind, I saw no one until I was 5 or so miles from Oswego – this part of the lake is really deserted! Fortunately the Adirondacks rise to the east, giving some coastline to look at.

Oswego has several breakwaters and is nicely sheltered. It is a commercial port and the entrance to New York canals leading down to the Hudson River. I headed toward the Oswego Yacht Club – or where I thought it was. My out-of-date Ports Guide gives its former location, but it has since moved to the Oswego International Marina, and has a long visitor's dock that is able to host at least 8 boats. It uses the marina building as a club house – a very nice location – and is very welcoming, offering a free drink at the bar to visiting boats. The city itself is still somewhat gritty, reflecting its industrial origins, but there is a nice walk along the canal and several restaurants within walking distance of the marina.

My next stop was Sodus Bay, a large natural harbour that extends some 10 miles behind a narrow strip of land through which a dredged channel leads. The yacht club is located in the town to the west of the entrance channel, and owns a nice old building. I was given a very warm welcome. My wife Betsy joined me by car, and we had a pleasant meal in the upper deck of a local seafood restaurant (Abe's).

I set off the next morning alone for the Port of Rochester. The name is confusing, since in fact the city is 10 miles up the Genesee River, and the town in which the port is located is in fact named Charlotte. Rochester Yacht Club, on the east side of the river, is itself in the town of Irondequoit. RYC is a very posh place and there are some large and expensive boats in their marina. They have a very active junior sailing program and racing contingent, and they harbour a large number of 420s, J22s, Sonars, and even race Beneteau 40.7s as a class. Despite the club's patrician appearance and its excellent facilities, members seemed quite friendly and helpful. The club also had free access to wireless internet. I spent an extra day here as the wind the next day was quite strong – the local NOAA weather station reported gusts exceeding 30 knots.

The next day the forecast looked better and winds were moderate when I got up, so I left at around 7am for my next destination, Oak Orchard, 29 miles away. The west winds at about 10 knots allowed me to sail northwest at first, which I needed to do to clear Braddock Point. From there I had to go due west, and this meant tacking back and forth, adding to the distance. In addition, making headway was difficult into the heavy seas (the legacy of the previous day's blow). Then my autopilot gave out, locking in the engaged position; the control lever no longer did anything. Fortunately I was able to remove the wheel and then the autopilot itself while still sailing, as the main balanced to the jib and the boat steered a straight course. But this meant that from now on I would have to hand steer most of the time. As the wind picked up to more than 15 knots and I was still about 20 miles away from my destination, I decided to motor sail into the building waves. The boat was bucking up and down, and all of a sudden the engine died!! I thought it must be a clogged fuel filter – something I couldn't change in the current conditions so I had to contemplate finding a harbour where I could enter and dock or anchor under sail.

All of this prevented me from paying adequate attention to the weather. Otherwise, had I seen the squall approaching, I would have taken sails down. But I didn't, and all of a sudden I was almost blown over. The screaming winds made it all but impossible to control the boat. I had to furl the jib, but doing so proved to be very difficult; even heading into the wind the genoa was flapping so hard I could not reel it in. Finally, with the help of the winch I did so. I still had the problem that I needed to be able to sail to a safe harbour, and going back to Port of Rochester was starting to appear to be the only solution. Luckily, however, as a result of the passing front the wind shifted to the northeast, so now I could more comfortably and effectively head toward Oak Orchard. Gradually, the weather improved, winds abated, and the sun came out. And, I tried the engine again and it started without difficulty! So I did make it to destination by around 5pm, after travelling 44 miles to get there.

I was happy and relieved to find a relaxed and sheltered Oak Orchard Yacht Club. They have nice facilities in a bucolic setting. By chance, I met the Commodore of the Grimsby Yacht Club, Joe Bogner, who had done a safety check of my boat at the NOLSC safety day the month before. Since he was going west too, he kindly suggested we travel together the next day in case I ran into further engine problems. I left shortly before 8am, my engine now purring like a kitten, suggesting that the stall was not due to a clogged filter but rather to the engine gulping air. My fuel tank had been less than half full and on arrival at Oak Orchard I had made sure to fill up.

I got Wilson by early afternoon without incident, and got a slip at the Tuscarora Yacht Club just opposite the marina and could enjoy the live entertainment there. Since Wilson is just 10 miles east of Niagara-On-The-Lake, a few hours of motoring meant that I was back at my slip by 11am on the next day, Friday, July 15th – 12 days after leaving.

All in all, I found sailing around the lake very enjoyable: there is much to see and people were welcoming wherever I went. Of course, I was lucky with the weather – only two days with any rain. I spent 9 days in yacht clubs and paid for only one night. As for fuel, I put in about 40 litres, so my total expenses excluding food came to about \$60. Quite a cheap holiday! Perhaps next summer I'll make it to the Thousand Islands.

Paul Masson

Remember me — summer of 2011

