

I've almost been hit by the Cortina. May I deploy uncomplimentary hand gestures?

This question has likely arisen among skippers who suddenly observe a large, low-slung, vessel bearing down upon them as they cruise or race. The problem is exacerbated on overcast days by her dun exterior – a colour favoured by the world's navies to prevent their ships from being spotted at sea. From somewhere we remember the phrase, "Sailboats have the right of way." And we therefore display the uncomplimentary hand gestures with which cyclists in Sudbury are so familiar. But are we justified in doing this, or ought we perhaps to be on the receiving end?

The phrase "right of way" does not appear anywhere in the "Collision Regulations" (or "Collregs") which are the laws governing the movement of vessels on the world's waterways, including Lake Ramsey. Instead, the Regulations refer to any vessel as being either "Give-way" or "Stand-on." It is vital, of course, to know which label applies to ourselves in every situation, and skippers of sailboats are usually well-versed in these distinctions. We know that when

two of us are near each other, whoever is on the port tack (or if we are on the same tack, whoever is to windward) is the give-way vessel. It is required of the stand-on vessel that she maintain her direction and speed unless a risk of imminent collision demands otherwise.

But what of the Cortina? The Collregs do not specifically mention tour boats, sea-doods, paddle-boards, air mattresses or most of the other flotsam we encounter. Nor do they grant special concessions to racers although the Canada Shipping Act provides safety equipment exemptions to boats in supervised competition. The key principle of "standing on" is maneuverability. Skippers must give way to the vessels listed above them in the following hierarchy:

- 1. A VESSEL NOT UNDER COMMAND.** (If you hit a boat whose skipper is either drunk or asleep, expect gestures).
- 2. A VESSEL RESTRICTED IN HER ABILITY TO MANOEUVRE.** (If you think the Cortina can turn more sharply or reduce speed more quickly than you, you may have an argument but will probably have to make it from a hospital bed.) In fact, if the Master of the Cortina gestures at you to get out of his way – even

in a friendly manner – you are violating the Collision Regulations if you ignore his instructions.

- 3. A VESSEL ENGAGED IN FISHING** (This means hauling nets and trawls, not drinking beer and squinting at a bobber.)
- 4. A SAILING VESSEL.**
- 5. A POWER-DRIVEN VESSEL.**

SYC members can't hit canoes either although human-powered craft are not mentioned in the Collision Regulations.

For those who feel constrained by having to cut back on their quota of uncomplimentary gestures, the Rogue Wave recommends reserving them for power-driven vessels that create huge wakes near our docks. Perhaps we should gather in groups at the end of Mahogany Row to practice.

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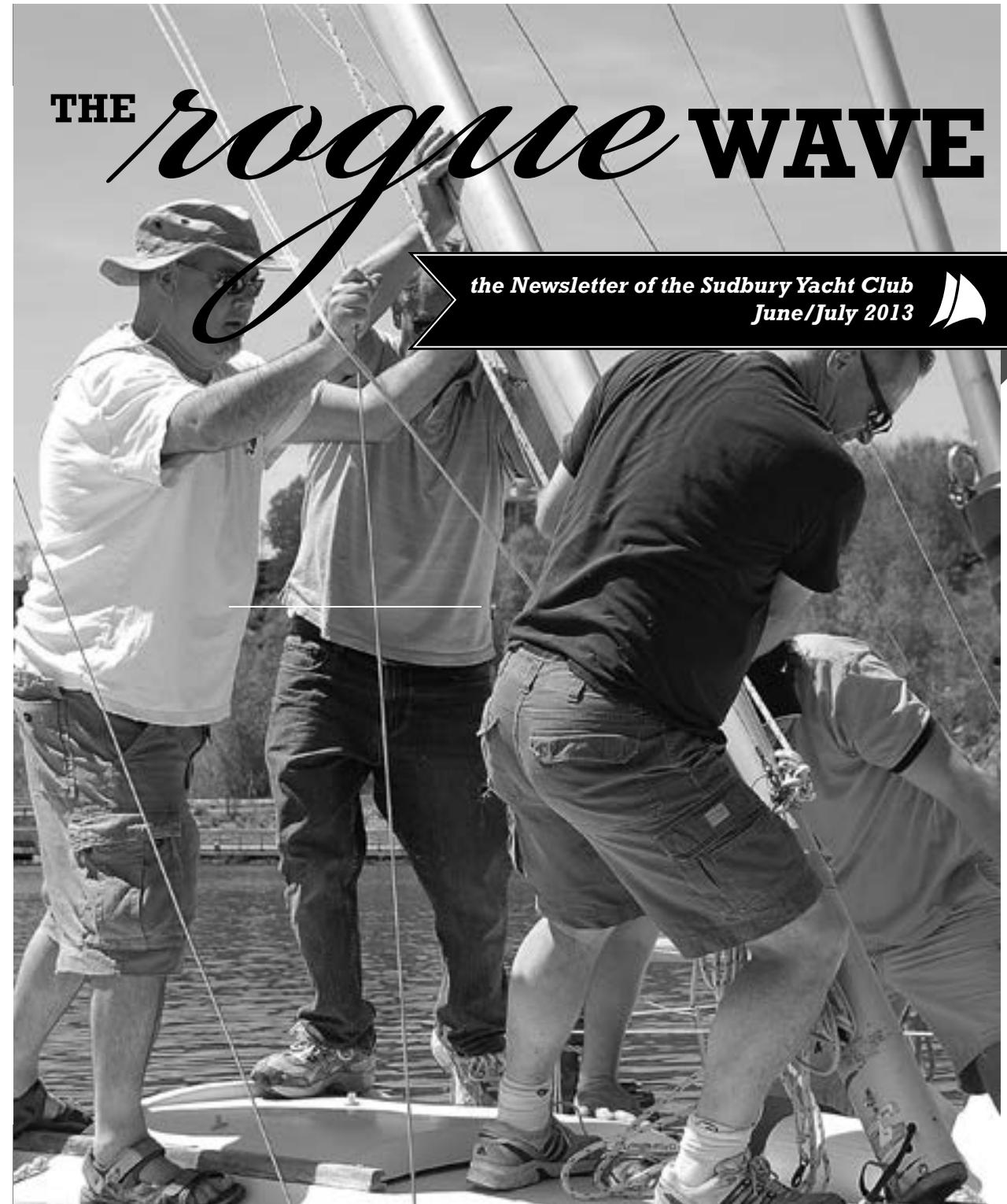
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If you have content ideas or suggestions about the newsletter, please aim your cannon at Rick Cooper at rangicoop@gmail.com

THE *rogue* WAVE

*the Newsletter of the Sudbury Yacht Club
June/July 2013*





Chocks Away....

Meteorological and hydrographic challenges notwithstanding, the 2013 sailing season has triumphantly cleared the runway. Citizens on the boardwalk marveled at the efficiency of the work parties, work party volunteers marveled at the outstanding lunches, and all the members marveled at a capacity crowd for the Opening Dinner. In fact no-one can recall a previous occasion at which members – including the Past Commodore in full regalia – were actually turned away because the clubhouse was filled to capacity. At future catered events, those who fail to confirm their attendance with the Social Director by the specified date can look forward to dining in their cars in the parking lot in lugubrious disgrace.

The racing competition is keen; the cruising is replete with sunny days and fresh breezes. The dry sail area may be wet, but the docks are afloat, and the stewards are standing by to repel geese. Even the Frosty Fingers Sail which was postponed last year due to frost has been scuttled this year due to rain. All seems orderly and calm. But how is this appearance of tranquility achieved?

The Club, as we all know, continually requires maintenance, upkeep, repair... the list of synonyms is long. All hands are expected to report on deck from time to time during the season.

What's the best way to get in the loop? Here's how:

- Check the notice board in the clubhouse for sign-up sheets for projects.
- Introduce yourself to the Commodore (Liam O'Toole), Acting Vice Commodore and Rear Commodore (Pierre Dignard), the Social Director (Gary Holman) or the Harbourmaster (Dan Mayer).
- Check the notice board for the Board Members' contact information. If you have a particular area of interest, please telephone or email the appropriate Board Member indicating your willingness to volunteer.
- Many of our senior members have spent many seasons actively building and preserving the facilities we enjoy today. If you are a newer or a younger member, we especially need your strength, enthusiasm and ideas.
- And don't forget, one and all, to support the outstanding slate of social activities coordinated by our indefatigable Social Director, Gary "He who Rings the Bell" Holman.

GOOD SAILING TO ALL!



Commodore's Corner:

Welcome home to the Club's Snow Birds. Looking forward to hearing about your winter adventures.

Despite cold weather and high water conditions we're now well into being at least 85% ready for the 2013 season. We are once again indebted to those members who have been able to come out to the scheduled work parties. I would also like to thank other

members who responded to calls for assistance, re: to adjust docks, repair anchors, set mooring buoys in position, position silt boom in place, spread fill, run the start boat and repair various areas to make the club safe for everyone.

We have checked the lake water control and found the water is flowing over the boards about 1 1/2". This means water levels will be slow going down and slower if we continue to have rain. The west launch will be closed for now due to turbulence when going through the water and silt boom placed in front of the launch. Motor traffic into dry sail area should be restricted.

Fleets are getting organised with MOB II having had a safe lift in and the raising of masts well under way. Some also managed an organised shake down sail around Seagull Island on the afternoon of Sunday May 26th.

Laser fleet had their first race of the season on Sunday May 26th. With more boats coming in each day they will be up to their numbers soon. Due to the high water level the Lasers have dry moored along sailing school boat tie downs for the time being.

The Hobie fleet are setting up and preparing for launch. While "Y" Flyer's are also getting organised with 2 or 3 boats on site.

The New Members' Potluck and Opening Dinner have already been held and went off with great success. Thanks to our Social Director and his team. Again these events wouldn't succeed without members' participation. We have had great support to-date.

New members are requested to contact members of the Executive or any member of the club for assistance. Those still requiring assistance with their mooring or mast setup prior to sailing can contact MOB fleet members or myself to organise assistance. This is a great way to get to know people and share information.

I will be continuing to contact members for assistance to complete all outstanding work. If you notice or see something that's not safe or needs fixing, please do it if you can, or ask for assistance or advice. Check and ensure your boat complies with ministry requirements.

This is our summer home. Enjoy it safely.

**LIAM O'TOOLE
COMMODORE SYC**

Social Studies!

No member of the Sudbury Yacht Club could ever claim to have had an uneventful summer, and this year will be no exception. Here are some upcoming highlights:



Social Director's Message

JUNE 22-23: VALE REGATTA

Full slate of regatta action including dinner.

JUNE 26: PHYSICIANS' DINNER

Sumptuous dinner at 1700. Still time to acquire exotic ailment to be revealed to NOSM residents who are guests aboard your vessel. Big boat volunteers needed.

JUNE 29: OPEN HOUSE

Gino in helmet and protective padding serves hotdogs to ravenous throngs. Volunteer skippers put to sea with visitors, some of whom may be "dog-saturated".

JUNE 30: SAIL PAST

Members risk collision as all boats sail past the point and are rung in by the Commodore.

JULY 1: THE BIG ONE

JULY 6: POTLUCK:

Chefs' rivalries intensify. Mysterious absence of Swedish meatballs.

JULY 13: SEAGULL ISLAND SAIL

Crews snap open umbrellas as gulls and cormorants bomb indiscriminately.

JULY 20: NORTH SHORE REGATTA

Full complement of regatta activities

AUGUST 3: RENDEZVOUS, POTLUCK SUPPER

Members' appetites somewhat diminished by appearance of Rendezvous skippers in Speedos. Correspondingly little interest in Swedish meatballs.

AUGUST 4: PANCAKE BREAKFAST

Members propose constitutional amendment to have Pancake Breakfast enshrined as Main Mission of the club.

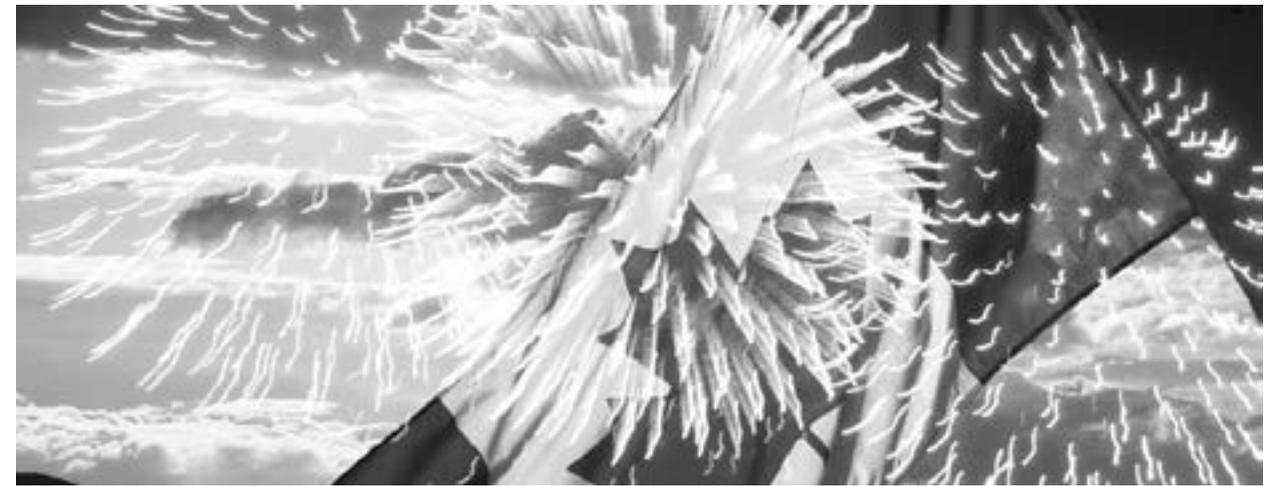
AUGUST 17: Y-FLYER AND SAILING SCHOOL REGATTA; POTLUCK SUPPER

AUGUST 25: CORN ROAST

Autumnal chill banished by outstanding cuisine.

SEPTEMBER 1: ?

Gary's already working on this one, and it's going to be memorable.



Canada Day Itinerary

TIME	LAND EVENT	NOTES
Noon	Noon – 2:00: Hot Dog Lunch	\$3.00 for a Ball Park Frank, Chips and Pop*
1:30	1:30 – 4:30: Children's Program Begins 1:30: Flag Colouring	
2:00	Soccer Match (SYC Soccer Pitch)	
3:00	Hula Hoop Toss (SYC Soccer Pitch)	
3:30	Wooden Boats	
4:00	Helium Balloons	
6:00	Cocktails	
6:30	BBQ	\$6.00 for a Burger, Potato Salad, Macaroni Salad, Pop (or Coffee/Tea and Dessert)
7:30	Group Photo	
7:45	1/2 Corked Regatta	
10:00pm	Fireworks	

**Gino, don't forget to charge.*



The Racing News

FROM OUR SPECIAL CORRESPONDENT,
SCOTT "LASER BEAM" AVERY

The weather for our first week of racing couldn't have been more variable. Sunday had sunny skies, temperatures in the low teens, and a very shifty and gusty wind out of the north at 10 to 15 knots. Water temps were, in a word, "cool," as this sailor can attest. Tuesday saw the temps rise to around 20 with cloudy skies threatening rain but, sadly, no wind. With 3 sailors and a starter standing helplessly on shore racing was cancelled for the night. Thursday brought sunny skies with humidex readings in the low thirties and wind out of the south at 10 to 15 knots. As we are still in May, only a handful of Laser have been out with the Y's yet to appear. Thanks to Manon and family for starting the races so far.

As we enter June one thing is evident: water levels are extremely high. The Laser storage area is mostly underwater and the Y-Flyer launch ramp has disappeared. I have not seen water levels this high

since I have been a member and it looks like the level will remain high for the near future. A load of gravel was dropped on the Laser area to bring up the level, but the water keeps on rising.

On June 22-23 we hold the Vale Regatta. A full report will be posted in the next newsletter. That's all for now, see you on, hopefully not in, the water!

Editor's Note:

The first race of the season saw a respectable flotilla of MOB's put to sea for a race around Seagull Island. A Sirius, in the strong and capable hands of the editorial staff of The Rogue Wave, reduced the competition to mere specks on the horizon...that is until, well,...er,... one of the specks grew much larger and Pierre passed the Sirius near the finish line. It should also be noted that the Commodore, gentlemanly and decorous as always, declined to deploy his full complement of sail.



Report from Paradise

As most of you know, John and Brenda, the SYC Ambassadors to salubrious climes, are likely to be found anywhere in the Caribbean during those months when the rest of us are trying to start our snow-blowers. Here is an excerpt from an account of one of their adventures. Check out the full story at syclub.com

The Georgetown Regatta...

The highlight of our season was to be in Georgetown for the 60th Anniversary Family Islands Regatta which took place from Wednesday April 24th to Saturday April 27th.

The Regatta features races in 4 classes of Bahamian Sloops, A,B,C and D Classes, all of which are hand made of wood and based on the sailing workboats that were used locally for Sponging and Lobster fishing in the first half of the 20th century. From all over the Bahamas, they are built, owned and captained by Bahamian Citizens.

The biggest cohort is A Class. These boats are 28ft long, have full length keels, 60ft masts, 40 to 45 ft booms, huge mainsails, small jibs, large crews and 'Prys', two long planks which are slid out to windward for the crew to occupy to keep the boat upright when sailing upwind and on other points of sail. Classes B and C are similar but successively smaller with less crew and less 'Prys'. Class D is a small two person boat for training new crews and for children to race, (kind of like a Laser!)

The fun started the week previous to the regatta with the construction of many temporary bars and food stands on the town dock. Freshly and brightly

painted and built out of half inch plywood on a foundation of 4 or more pallets with these served such delights as Conch Salad, Grilled Snapper, Grill Sheep's Tongue, Grill Wild Hog, Crab Soup etc. Sampling these delicacies over Race Week we discovered that the main ingredient in all of them appeared to be vast quantities of hot chili peppers, most probably Trinidad Moruga Scorpion, as the first taste gave a slight indication of the name on the dish rapidly followed by a red hot mouth, profuse sweating and an unquenchable thirst for beer. Luckily every second booth sold beer; those on tap were Sands, Kalik and Strongback Stout, Strongback being popular at the same price as the others but 7.5% alcohol. All on the dock seemed to be very happy and satisfied with life in general.

Most of the competing boats and their crews came in on the big mail-boats at the beginning of race week. One of the mail boats came off the main channel and though the outer rows of our unorganized anchorage off Stocking Island, narrowly missing racing boats while the incoming race crews danced and cheered at the cruisers, with the cruisers responding in kind.... For the complete report please visit syclub.com