

CPS...

THE CANADIAN POWER AND SAIL SQUADRONS is a national organization dedicated to the promotion of boating safety, chiefly through training.

The "Power Squadron," offers a range of courses throughout the fall and winter which are indispensable for cruising sailors. They range from Boating, which qualifies graduates for the Pleasure Craft Operating Card, through to Seamanship, Advanced Piloting, Celestial Navigation, and the VHF radio Restricted Operator's Certificate, a legal requirement for users of marine radio. Membership in the Power Squadron is available to anyone who successfully completes the introductory Boating course. The courses are thorough and practical, and are often required by chartering agencies if you plan a tropical cruise. But wait! There's more!

The Training Officer for the Sudbury Squadron is none other than our own Alain Landry, catamaran connoisseur and current custodian of the Turner Cup. He can be reached at alandry1988@gmail.com, 705 222 BOAT, or be found swanning about the cat ramp. Alternatively, information is also available from Rick Cooper at rangicoop@gmail.com. He can be found swanning about Mahogany Row.

Newsletter "staff"

EDITOR:

*Rick Cooper //
rangicoop@gmail.com*

LAYOUT AND DESIGN:

*Sean Grant, R.G.D. //
www.seangrant.ca*

DISTRIBUTION AND

MAILING:

Gino Donato

The Racing News...

From our Special Correspondent, Scott "The Guru" Avery

Hi everyone! First off I want to congratulate Norm Hey and Mike Davies for their participation in the World Laser Masters Championship held in Kingston, Ontario, July 10-18, 2015. Conditions were pretty tough as the wind blew between 8 to 20 knots the entire week. They sailed 2 races a day of over an hour each. Wave heights reached 3 to 4 feet as waves crashed over the bow on the up-winds and produced imminent death rolls on the down-winds. Norm was 30th out of 36 in the Grand Master (55-65) Radial Division, and Mike was 37th out of 50 in the Masters (45-55) Standard division. They both said the competition was extremely tough, and as they got better so did everybody else. Great work guys! You did the club proud. By the way, Jack Pearce, who frequents our regattas, finished 18th out of 32 in the Great Grand Master (65-75) division.

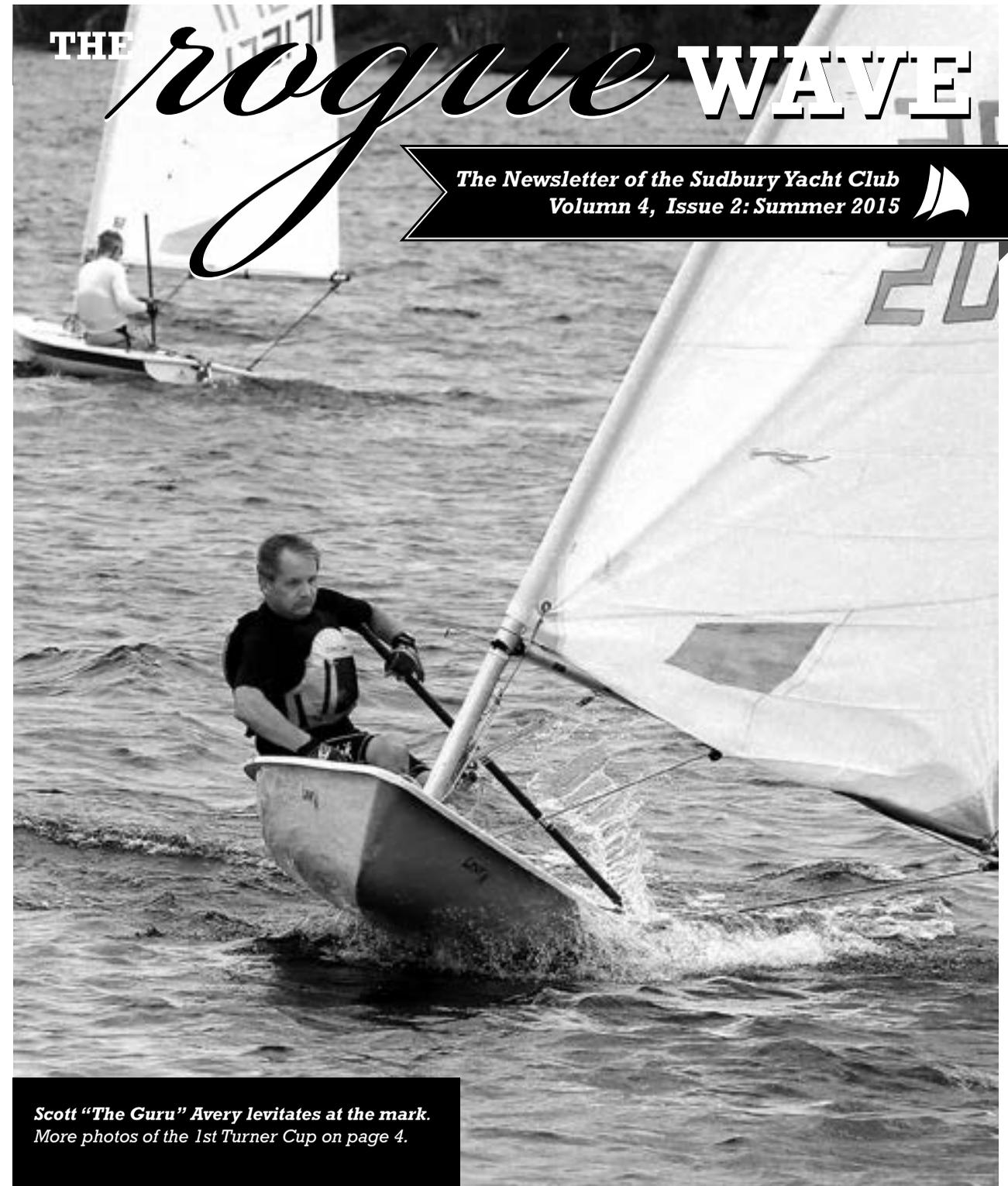
Racing has been underway since the 1st week of June, a bit late by previous standards. Since then we have held both the Vale and North Shore Regattas along with the Ontario Y-Flyer Championships. The Laser Division of the Vale was won by Mike followed by Indrek and then Norm. The Vale Regatta hosted the Provincial Y-Flyer Championship the same weekend. There were 9 Y's on the water from all over Ontario. The winner was Colin King from London with crew Marla Bets from the SYC. Second was former SYC member Warren Flannery with crew Eric Buckingham followed by Ed and Jacob Hone. Skipper Brad Sheppard with his crew (and dad, Steve) from the SYC were in 4th followed by Robert and Samantha Montgomery in 6th and Pierre Dignard and Sebastian Dasys in 7th.

The 1st Turner Cup was held July 1st with big winds from the northwest. Nineteen boats went for the ride. First overall was Alain Landry in his 18 foot Hobie Cat followed by John Spencer in his 21 foot Hobie Cruiser with the Mike Davies in his Laser Rooster 3rd. The next Turner cup is scheduled for Monday August 3, 2015 with a 2pm start.

Next up was the North Shore Regatta held on the weekend of July 18-19. There were 4 Y's, Pierre with crew Natalie (guest), Rob and Samantha, Marla and Pierre (guest) and Brian and Sebastian. There were 6 Lasers out including Indrek, Dave, Gary Bota, Gary Holman, and Scott. Mike joined the fleet for Sunday's races. Conditions were mostly sunny with winds 15 gusting to 25 kph mostly southwest shifting to northwest on Sunday. In the Y fleet Pierre nipped Rob by 1 point for first. Marla came in 3rd followed by Brian in 4th. Indrek claimed 1st in the Lasers with 4 wins out 10 races followed by Dave Siviers with 2 wins and Gary Bota in 3rd also with 2 wins. Gary Holman was 4th followed by Scott, who got his 1st regatta race win. Mike, who arrived back from the Laser Worlds late Saturday night, placed 6th with 2 and 1 in Sunday's races.

Club series races have been busily underway with a variety of conditions. Races are Sunday afternoon at 2pm, Tuesdays and Thursdays at 7pm.

Well that's all for now! The next up is the Turner Cup on Monday, August 3rd, at 2pm. Remember! All boats are welcome. Please check the notice boards at the club or see John Spencer to register.



THE

rogue WAVE

*The Newsletter of the Sudbury Yacht Club
Volume 4, Issue 2: Summer 2015*



*Scott "The Guru" Avery levitates at the mark.
More photos of the 1st Turner Cup on page 4.*

Where Away?



The Rogue Wave wishes to apologize to all members who have been experiencing daily disappointment at the letterbox. Due to a technical malfunction, exacerbated by the newly repaired laptop being accidentally hosed down along with the rest of the deck, the early summer edition of our newsletter has become the mid-summer edition. The usual observations about the club being successfully underway now seem un-newsworthy. There are, however, other developments to report.

Our very own Bradley Sheppard is featured in the current edition of Sudbury Sports magazine along with some outstanding photographs as well as reflections on the art of sailing by Dave Sivers. Copies of the magazine are available at various newsagents, bookstores and coffee shops around town, and there are still a few on the shelf below the bulletin board. Congratulations Bradley!

At the beginning of the season the club remained flooded for almost three weeks which seriously inconvenienced the dry-moored sailors and caused some of our docks to dissolve even further. John

Spencer, in an attempt to solve the problem permanently, met with a City official for an inspection which revealed that the lake was 15 cm above flood. Liam then joined the conference and brought the full weight of commodorial authority crushingly to bear. The result was that the official hastened to the parking lot amid assurances that he would address the problem the next day. He was as good as his word; meanwhile John continues to investigate and monitor the lake's datum calculation.

Thanks to the New Horizons space probe, we now know that the road to our parking lot very closely resembles the surface of Pluto. Is there any chance that the City could address this problem as efficiently as it did the water levels? The Public Works department seems deaf to all appeals on this matter. Ideas anyone?

Some newer members may be unaware that the SYC, as a self-supporting and tax paying organization, owns the Club infrastructure but leases the land from the City. Historically the renewal of our lease has been virtually automatic, decade by decade.

Most recently, however, the City has revised its procedures and the renewal process has become more complex. In late May, Council confirmed its intention to renew; however, our board wisely felt that they should seek clarification of some clauses which seemed unclear or unfamiliar. This has required a significant investment of time and effort on the part of a sub-committee. Although the signing is not yet finalized, we owe a debt of gratitude to the Board members who have worked so conscientiously on this challenge.

And finally.... We all know what geese look like, but what is the small mammal which runs about our docks and occasionally carries its kittens in its mouth? The editorial staff of the Rogue Wave has knelt in the shrubbery, sat in a tree, crouched beneath the lid of the holding tank... all in a vain effort to photograph the elusive creature. Is it a muskrat, a mink, a marten, a fisher, a wombat? More than once our stewards have wished they had some pepper spray. All will be revealed in our next edition! Have an excellent racing and cruising season!



Commodore's Message

First, thank you to all Board and Club members who have taken time from their busy schedules to join in the opening work parties and events. We are a club – not a marina – and therefore we're very much dependent on the co-operation of our members to prepare, operate for the summer, and close. We will continue to contract out jobs that require expertise we don't have or work that needs to be completed in a given time frame.

We welcome all members' involvement. We have many special projects such as the newsletter (check with Rick, Sean, or Gino), lake level management (John Spencer), waterfront renewal and docking upgrades (John Spencer and Jeff Morton), clubhouse engineering and repairs (Jeff Morton). As well there

are our daily responsibilities such as maintenance of house and grounds – a huge job (Brian Martin), on-the-water activities, support boat repairs, help on race nights, etc, etc, (Pierre and team), harbour and mooring allocations (Geoff Sykes), and, especially, our many social events (Colleen and her team). Contact information for Board Members and team leaders is posted on the bulletin board just inside the clubhouse entrance.

We don't just sail, we participate! Sailing School is a very time consuming responsibility and has the potential to provide revenue and new members for the club. Thank you Steve and team. Gino keeps us in the news, Bob handles our finances, Indrek our minutes, notices and records, and Rob our community contacts. Thanks to our starters and timekeepers, (Judy, Manon and Pat), our rescue volunteers, the east wall conveyor belt repair team, stewards, work party and regatta organizers and food providers.... Your outstanding contribution is appreciated and is what keeps us going strong. If you are not yet a volunteer, please get involved and ask what you can do to help.

It's very important to help new members get set up, familiar with the Club and learn who everyone is. I hope all this talk of volunteering hasn't put any of them off! The new members who came in early in the season have been involved with the opening work parties and have availed themselves of assistance from others

in getting rigged and sailing. I have been asked many times why some of us work so hard to get other members' boats ready. We feel that the season is so short that it's important to give as much assistance as possible to those who may be unable to attend due to work load or who perhaps don't like asking for help. Either way our priority is to help everyone to be able to get out and sail.

I apologise in advance to the new members who might feel harassed as to how they tie their mooring lines or for sailing with their fenders out – yes, "fenders" not "bumpers". Rick will be scanning the rigging for flag protocol infringements and may request the proper etiquette be followed. Pierre will be demonstrating the proper knots that are required; all advice is given with the best of intentions and in the interest of your safety and enjoyment.

On a more sombre note I would like to extend our best wishes to those battling illness. I would also, on behalf of the executive and members, extend an invitation to those members to attend at the club as and when they can, hoping the time they spend in familiar surroundings can help speed their recovery.

I ask that our Newsletter be sent to our past senior members or members who are ill and who are unable to attend at the Club. Without their work in the past we would not have the present facility.

Continued on page 4...

Jibing...

Brian Martin, Vice Commodore

It's summertime and the sailing is fine. It's all about getting out on the lake for a cruise or a race, learning new skills from our fellow members, relaxing either out on the water or in and about the clubhouse, tinkering with boats or puttering around the grounds, socializing, getting to know one another, planning outings, adventures and activities, enjoying good times and giving and appreciating a helping hand. The main thing is to get down to the club and enjoy it. Summertime is our time.

The stewards have done an outstanding job and have been working hard to keep the grounds clean and safe. This year they helped with some special projects including installing the sidewalk in front of the bathrooms, placing the new wider patio stones under the barbecues, planting the flower beds, leveling the lawns, and cleaning the toys and pool for the young ones. These were all above and beyond their regular duties. Their aim is to provide a beautiful setting for members and sailing school to enjoy. Feel free to let the stewards or me know if there is something that needs attention. We will be happy to have a look at it.

Club clothing sales have been slow this year with only a half dozen orders so far. In early August I am planning to re-order, so in the meantime:

- Ball caps, dark blue with SYC logo:* \$15
- Sport shirts with SYC logo, lake blue or navy:* \$30
- T-shirt with SYC logo:* \$18
- Storm-tech jackets, navy:* \$75

To view contraband or barter, contact the Vice Commodore (Secretly. Before the ship sails. *All items are procured from pirates so taxes will not be added.)

Social Studies!

AUGUST 2: PANCAKE BREAKFAST 10 A.M & 2ND TURNER CUP

Sumptuous dining. Catamaran skippers vow to consume a dozen pancakes each. Catamaran skippers unusually sluggish. Unexpectedly bunched in last place.

AUGUST 15: LADIES' DAY:

Catamaran skippers attempt to recoup lost dignity by streaking event.

AUGUST 22: POTLUCK, 6:30 P.M.:

Flaming shrimp sliced samurai style in mid-air

SEPTEMBER 7: 3RD TURNER CUP:

Revenge of the Laser fleet. Catamaran skippers held pending bail hearing re. Ladies' Day

SEPTEMBER 12/13: SYC REGATTA

Boats and skippers on the edge. Sumptuous dining.

SEPTEMBER 26: CLOSING DINNER 6:30 P.M.:

More sumptuous dining.

OCTOBER 3/4: MAST LOWERING:

Be there or YOYO.

OCTOBER 9: KEELBOAT HAUL-OUT 1 P.M. UNTIL FINISH:

All vessels fully prepared for haul-out. (Mast down, motors operational, owners or designates present). No exceptions

OCTOBER 10/11: 1ST AND 2ND WORK PARTIES:

Dock removal, preparation of house and grounds for winter, stupendous luncheon.

OCTOBER 17/18: 3RD AND 4TH WORK PARTIES:

More dock removal, more preparation for winter, volunteers unable to complete afternoon assignments due to even larger luncheon.

NOVEMBER 15: AGM : 5:30 P.M.

Stand by for additional details in AGM mail-out.

The Sudbury Club...

**Yacht: Light sailing vessel kept, and usu. specially built for racing; vessel propelled by sails...and used for private pleasure excursions....(OED).*

A yacht club, or a sailing club? Which are we, and is there a difference? Over the years the SYC has experienced periodic identity crises which have generally involved discussions about our name. In the late 1960's the membership defeated a formal resolution to change the name; clearly, this isn't a new debate. Some members have felt that our relaxed, informal culture is at odds with the notions of privilege and exclusiveness which the name "yacht club" connotes. On the other hand, yacht clubs have evolved considerably from the days of blazers, cream trousers, Royal Charters, and fines levied to members for lapses in decorum. Some would argue that our current name helps capture both our social function and our link with sailing tradition. Our closest neighbours, the North Channel Yacht Club and the

Little Current Yacht Club, are just as cool and relaxed as we are.

Thanks to John Spencer for his perspective on this debate and for providing us with the short essay "I am a Yachtsman" containing the definition from the Oxford English Dictionary. We haven't been able to reproduce the essay due to a lack of space, but it's there for all to read on the bulletin board!

If you have a view about the club's name, the Rogue Wave would welcome hearing it. But if we are going to the expense and difficulty of applying for a name change under the Corporations Act, then "Sudbury Sailing Club" might be a little dull. How about "The Rogues"? "The Muskrats"? "The Wind Whackers"?

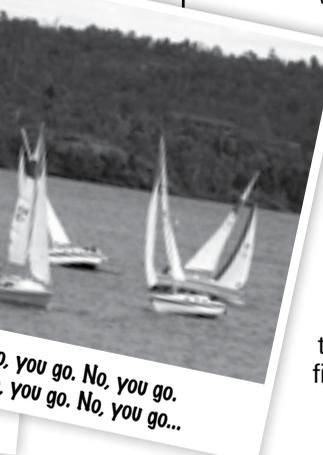
1st Turner Cup



Commodore, Liam O'Toole



Vice-Commodore, Brian Martin



No, you go. No, you go. No, you go. No, you go...

Commodore's Message Continued...

Finally please remember all our efforts are voluntary and your participation with us during all the events makes it enjoyable. We too have other interests. Don't make them more enjoyable than sailing for us.

SEE YOU ON THE WATER!

And one more thing...

The Executive had been approached about allowing a film company to film on the club property during the summer months. As we weren't sure what was involved, we decided at the June Executive Meeting to decline as we didn't have enough information. Since then the Flag Officers and Treasurer have had a sit-down with the producer who has explained what their requirements are and how it will affect our activities during the period they require to film. We also discussed a donation to be made to the club prior to filming. We agreed in principal to recommend to the Executive at the next Executive Meeting that we allow the request to go ahead. Dates are Monday 17th & Tuesday 18th August, and tear down on Wednesday 19th. The filming

will take place mostly in the evening, and the club will be made to resemble a harbour-front restaurant. Members will be able to access their boats but the clubhouse will have to be avoided during filming. Members can come and watch the proceedings as long as they follow directions from film crew.

Splice the Mainbrace...

One of the advantages of being the editor of The Rogue Wave is that one can sound off at length on one's favourite themes, even at the expense of readers' enthusiasm. Nevertheless, when the Commodore has dropped a hint, there is no shrinking from the task!

We've all answered the door in our underwear at least once. Adopting this as standard practice, however, tends to alarm the neighbours, so the safest default position is to adopt majority practice. So it is with fenders. To leave them dangling while underway amounts to a state of nautical undress, and sailors, having a reputation for parsimony, will seize on this as an excuse not to offer you a beer. So if you want a more pleasing on-shore experience, stow or tuck in your fenders.

Flag protocol is a weightier matter since lapses can be illegal, or at the least, can cause confusion. Our club flagpole, for example, displays the national flag from its gaff in accordance with the protocol set down by Heritage Canada. This means following Ottawa's daily practices with respect to precedence of the flag, half-masting and so on. Over the years we have occasionally had

calls from citizens pointing out this or that improper deployment. They're watching us!

If you do wish to fly flags from your vessel, please ensure that the national flag is in good condition and is flown alone from your stern staff or backstay – the position of honour. Hoisting the Canadian flag on your spreader halyard (the courtesy position for a national flag) means that you are a foreign vessel visiting Canada (which you probably aren't). Although different rigs necessitate different displays, our club burgee is normally flown from the starboard halyard with the blue section facing down. If you wish to fly other insignia, these generally sit above the burgee, especially if they represent other, larger, organizations of which you are a member. The Jolly Roger, associated as it is with mayhem and bad luck, is not traditionally welcome at yacht clubs although kids (associated as they are with mayhem) seem to like it.

The bad news is that while the Maple Leaf may be flown day or night from our club flagstaff, tradition dictates that national flags or ensigns on vessels should be raised at 0800 hours and struck at sunset. It is rare to see an American vessel on the North Channel not respecting this rule. Many Canadians, including us at SYC, leave our flags fluttering defiantly overnight. So far no arrests, and better yet, no phone calls!

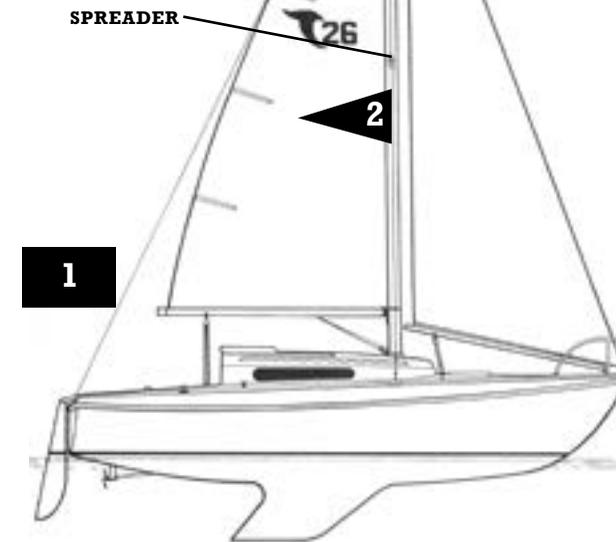
And in case you need one! SYC burgees are unique, prestigious, and ideal for your backstay or vehicle antenna. They can be obtained from Bob Robinson or Rick Cooper at a price of \$15 each or two for \$30!



REFER TO DIAGRAM FOR CORRECT & INCORRECT PLACEMENT.



1: CANADA FLAG
2: CLUB BURGEE
(BLUE DOWN)



1: CANADA FLAG
2: OTHER INSIGNIA (OPTIONAL)
3: CLUB BURGEE (BLUE DOWN)

