



## November 2000

Editor: Colleen Kelly

Published 2<sup>nd</sup> Thursday, Sept-May

---

- **THE AGM WILL BE HELD ON THURSDAY NOVEMBER 23 @7:30 PM. There is a new route to the Clubhouse via the Pacific Playgrounds Golf course parking lot between 2 large buildings. If you are on line, consider giving us your e-mail address to bring our newsletter into the Millennium.**

**CRYC 2000 Executive:** Commodore: Hugh Silver 287-8213, Vice Commodore: Brian Kyle 923-7944, Treasurer: Mike Harris 923-4647, Secretary: Royeen Silver 287-8213 **Directors:** Membership: Brian Kyle 923-7944, Social: Kathy Mooney 923-7582, Cruising: Joe Wright 923-3915, Hubert Breukers 337-8752, Racing: Gary Wessel 337-8950, Bulletin: Colleen Kelly 337-8950  
[crindmac@oberon.ark.com](mailto:crindmac@oberon.ark.com), Programs: Jim Elliott 286-1354, Terry Pennock 337-5318.

- **The Commodore's Message**

It's Annual General Meeting time. You are all more than invited, more like obliged, certainly expected to attend. If you like what the Club has been and done this year, come and tell your executive and vote in the proposed new slate; if you don't, tell us that too. If you really don't like things, nominate and elect a new slate. It's the annual opportunity for

revitalization.

If you don't attend we might just raise the dues to cover free beer at the executive meetings!

And you wouldn't want to miss the chance to check out your fellow member's abilities as wine makers or buyers at the wine tasting party following the meeting.

You really should attend. *Hugh SILVER*

-  *Our Special **Events Calendar***

CRYC BRUNCH To be held **Sunday November 26** at Ricky's Restaurant @10:30. Be there or be square!!

### XMAS PARTY

**December 10, 2:00-6:00 PM.** Bring an appetizer/ veggies/ or desert item and let's celebrate!! This will be a family event. Trophies will be presented for this seasons racing. Don't forget the annual photo contest. Bring your photos for the four categories; Best Humor, Best Scenic, Best Club Activity, and Best Boat Picture. Photos will be become part of our Club Photo Album, which provides a pictorial history of the CRYC.

PS could all previous trophy winners please return trophies ASAP so they can be prepared for the next awards night at the Xmas party. Also if you have an old trophy you would like to recycle, the CRYC would be happy to see them.

### *Our upcoming **Program***

**THE AGM IS HELD AT OUR FUN FILLED NOVEMBER MEETING!!!** The business of electing new directors will be quickly dispensed with, and if you would

like to stand please notify Jim Elliott, as he is canvassing for people to fill these positions. General discussion of expenses and revenues can be brought to the table at this meeting. Members will be asked to vote again on \$10:00 portion of annual fees for Marine Parks Forever.

The balance of the **Nov 23<sup>rd</sup>** meeting will include a wine tasting contest.

Bring a bottle of your favorite, it will be brown bagged, and everyone will taste test and rank from the best to the worst. The Best and the Worst will receive prizes!

A plate of finger food would be appreciated.

### **Action *Between the Sheets* with Wessel**

**Handicaps & Starting** – Getting a good start is half the race. Handicaps considered it could be seen that a boat with a 16-second per mile handicap over another boat would have a 48-second advantage in a 3-mile race such as our Olympic course at Saratoga Beach. Oddly enough this is actually the handicap difference between "Katana" @ 144 seconds per mile and the much slower "Seabear V" @ 160 seconds per mile. What this means is that the "Seabear V" needs to finish 48 seconds or less behind the "Katana" to secure a better finish position. Sounds easy to me until we consider the elusive starting line numbers. Lets look at it this way. If the "Katana" were to somehow start 18 seconds ahead of "Seabear V", hey poop happens, then the Bear's allowance from her startline crossing would only be 30 seconds (48-18), in order to secure a leading position. Translated to a handicap difference this potential disastrous start could be converted to 154 secs per mile for "Seabear V" for her lousy start or conversely 150 secs per mile for "Katana's" excellent start (18 secs = 6 secs x 3 miles). What I'm getting at is that in a short course, your starting position is far more important than a slower handicap rating #.



**Gain the winning position to maximize your handicap** – Common wisdom says you need to start with three things right:

- 1 - Be at the line **on time!** Never early and hopefully not more than 2 seconds late
- 2 - Hit the line **moving fast!** Better a couple of seconds late and moving than on time and going slowly
- 3 – Go through the line in the **clearest air hole you can find!** Better to be lonely than fighting backwind and wind blankets

Of course it's always important to stay out of the way of the "Seabear V". When we get that baby rollin, we don't stop for anything. Hope to see you all at the X-Mas party!EL

## Triva



Rumbullion, the original name for rum, has played a big part in maritime history. The first evidence of rum came from Barbados in 1650 as a drink distilled from molasses. To protect themselves from merchants selling watered down rum, the British developed a test for proving the strength of the rum.

If you poured a measure of black powder on the deck and soaked it with a shot of rum and ignited the rum, there should be enough alcohol to flash the powder. If so, the rum was declared to be proof rum. Eventually it was found that 57% alcohol by volume was sufficient to ignite the powder. 100% rum was therefore 57% alcohol. Anything over that was over-proof and anything under that was under-proof. The United States had difficulty with this measurement and decided that 100% proof would be 50% alcohol. Standard rum is generally 80 proof which in British terms is 45.6% alcohol and in US terms is 40%. 150 proof is 85.5% alcohol!

British seamen were entitled to one-half pint per day of rum and were happy to shail anywhere. (Hic) In 1740 Vice Admiral Edward Vernon ruled that the rum would be issued twice daily, one-half at noon and one-half at 1800HRS and would be served with a quarter-pint of water. This drink became known as "Grog" after Vernon's nickname of "Old Grog" which he got from wearing a grogham

cloak. Even served in two portions and cut 50-50 with water, this practice usually left the crew groggy. It was 1970 before the British stop serving grog to their crew.

The Dutch navy served their seamen one-half mutchkins of brandy per day.

It's interesting to note that when the demi-gods of Ottawa Metrified everything that wasn't sacred, they left proof spirits alone. 100 proof in Canada is still 57% alcohol by volume. *Jim ELLIOTT*

-  *From the **Galley Slaves Pot** by Kelly*

### **Busy Day Halibut**

2 lbs fish

mix 2 tbsp onion soup mix and 1 cup sour cream

mix 1 cup bread crumbs , 2 tbsp parmesan cheese, 1tbsp parsley and ¼ tsp paprika. Dip fish in sour cream mixture then in crumb mixture and place in single layer on a greased baking pan. Butter on top optional. BAKE 500 F x10-12 min.