

# The Signal

March 2006



## DYC Management Team - 2006

**Commodore,  
Marina Manager**  
David Langlois

**Vice Commodore  
Marina Maintenance**  
Jim Thomas

**Rear Commodore,  
Sailing Activities**  
Nathan Reece

**Fleet Captain Sail,  
Jr. Sailing Director**  
John Rhyno

**Fleet Captain Power  
Yard Chair**  
Gord Fraser

**Treasurer**  
Grant Gordon

### Management At Large

John Finney  
**Clubhouse Chair  
Entertainment  
Committee**

Paul Daye  
**Bar Chair**

Mark Sutherland  
**Assistant to  
Sailing Activities**

Jim Brown  
**Fuel Dock  
Safety Chair**

**Secretary**  
Mary Keddy

**Trustees**  
Paul Downing  
Jack Conrad  
Jim MacDonald

**Club Historian**  
Donald Backman

## Active Winter at DYC Club House

by John Finney

It's another active winter at the DYC Clubhouse, especially on TGIF nights!



*Gee, haven't seen you since last Friday night!*

We kicked off the month of November with a 'Fall Frolics' night that featured a hot turkey dinner, and entertainment by the "Talk of the Town" band. In December we held the annual 'Christmas Tree Decorating Party', and a few days later Santa paid a visit to the DYC for the 'Children's Christmas Party'. Later that same month a 'Futurama' night proved quite popular as a lot folks eagerly awaited their turn to have Tarot Cards and their palm read by two talented fortune tellers!



*Shirley Jerram with the kids, doing crafts at the Children's Christmas Party*



*DYC's legendary Santa (a.k.a. HW) dropped in to the DYC again this year!*

*continued on pg. 2*

Following that, things were quiet for a couple of Fridays during the Christmas break until the 'New Years' Eve Pot Luck and DJ'. And wow - what a night that was! We had a full house and the potluck couldn't have been better with a variety of scrumptious hot and cold dishes to get full on.



*Familiar faces "boogeying down"...!!*



*...and then we eat, and eat...!*

We wanted to start 2006 with an 'Un-decorating Christmas Tree Party' for the first TGIF in January; however, Curtis B. beat us to it by taking down the tree earlier that week! Oh well, who ever heard of an un-decorating party anyway; reminds one of the 'un-cola' slogan, which I'm sure few of us would admit to remembering either!

In February members had some fun with the 'Lucky Box Lunch' night. It was a bit like back when we were in school and peered expectantly into each other's lunch kits to see what someone else's mother had packed for them!

DYC members managed to keep a pending 'Baby Shower' a secret from Belinda Weatherbee right up to the evening they presented her with a beautiful rocking chair she'd been eyeing. Her husband, Brian, played a huge role in helping us treat her to this surprise!



*"Well sit in it," says Jean Finney, "It's yours!"*



*"And then you rock gently back and forth, "advises Wendy Conrad, "like this...see?!"*

Next we introduce the DYC 'Convoy Cup Wall'! As host yacht club to the 'Convoy Cup' events held locally, the DYC is proud to create a special tribute to the Convoy Veterans who served and did so much to secure the freedom we enjoy in the present day. The wall will feature a collection of pictures, as well as models of WWII Convoy vessels that departed from historic Bedford Basin. The Social Committee asks that anyone who has pictures or models of this era which they

*continued on pg. 3*

are interested in donating or selling to please contact John Finney at 434-0281 or [jfinney@hfx.eastlink.ca](mailto:jfinney@hfx.eastlink.ca).

On March 3, members of Transport Canada's Office of Boating Safety will do a presentation on "Boat Maintenance: The Essentials". All are encouraged to attend this informative and interesting information session which will start at 7:00 PM. Duration (including a question/answer period) is about an hour.

By the time you read this we hope you will have purchased your tickets for St. Patrick's Day dance from 9:00 PM to Midnight on March 18th – the Social Committee's first ever Saturday night event!

The DYC's annual Casino Night will be held on March 31, starting at 6:00 PM. This year's proceeds will be split between the DYC's Junior Sailing Program and the aforementioned 'Convoy Cup Wall'. Last year generous donations of prizes from numerous suppliers contributed significantly to the event being a huge success, and we hope to repeat that much fun and excitement again this year. If you are interested in donating a prize for this year's event, please contact either Christine Morrison at 465-4201; [gar.tine@ns.sympatico.ca](mailto:gar.tine@ns.sympatico.ca), or Paul Daye at 478-4645; [rolltop@ns.sympatico.ca](mailto:rolltop@ns.sympatico.ca) no later than March 17th.

Plans are underway to hold a Convoy Veterans' Reception in April, similar to that held about a year ago. More information will be provided as developments occur.

The Social Committee appreciates the support members show by coming to the DYC TGIF's and other events! Many thanks, also to the Social Committee for the work they continue to do in putting on these events. As always, any and all feedback is welcome. (You can find me at the DYC Clubhouse, or e-mail me at [jfinney@hfx.eastlink.ca](mailto:jfinney@hfx.eastlink.ca).)

## Vice Commodore's Message

*by Jim Thomas*

I don't know about you but this mild winter weather is making me think we may have an early launch this spring. Maybe this is a little overly optimistic but with this in mind I just thought we should remind members about a few issues that always seem to come up at the start of a new season.

Please insure your vessel is well tied up with proper size lines and lines that are not chafed or damaged.

Please contact the DYC staff if you need to have any attachments placed on your finger. There is a policy in place for all finger attachments and our staff will be happy to help you out.

If you have a specific launch date already in mind, please let our staff know as soon as possible as it will help them in their scheduling process.

It sounds like it will be a very full schedule for boating events this year at DYC. A number of sailing and power events are planned and all members are encouraged to participate. We have a large and active volunteer group this year but we are always looking for more help for a variety of activities. Volunteering is a great way to meet other members and have a lot of fun at the same time. If you would like to help out, contact the DYC office or any of the management committee members.

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## Ocean Racing to St. Pierre *by Grant Gordon*

Ocean Racing is making a comeback in Atlantic Canada. Prior to 2002 if you wanted to take part in an offshore race, the bi-annual Marblehead to Halifax race was the only option available.

In September of 2002 the Dartmouth Yacht Club hosted the first Convoy Cup, a 100 mile race from Halifax to Lunenburg and back that is sailed every two years and in July of that same year, the Premier Class Association, the Royal Nova Scotia Squadron, and the Route Halifax Saint Pierre Association of Saint Pierre et Miquelon organized the first Route Halifax-St. Pierre race.

Twenty yachts raced to St. Pierre in 2002, thirty in 2004, and organizers expect even more to take part in 2006. Already this event has become a most popular ocean race for Canadian yachts. For the first time, an IRC Class will compete. There will also be the usual PHRF racing yachts, and we will again welcome cruising class (white sail) yachts. The race will be in two divisions. Division One (full racing sails IRC and PHRF classes) will start from downtown Halifax 9 July. Division Two, is for yachts racing "white sail". Division Two will start on 8 July. Both Divisions will race directly from Halifax to Saint Pierre, and should arrive in Saint Pierre, 353

miles away, two or three days later.

Once the race is completed, participants will be treated to the hospitality of the french people of St. Pierre. On July 12 there is a BBQ and dance with a live band under a gigantic tent. On the 13th is an in-port Grand Prix race with french wines presented to each boat that enters followed later that night by prize presentations and a private dinner and dance for crew and guests. July 14 is Bastille Day, the French national holiday, complete with dancing and fireworks.

See you at the start line.

# Manager's Report *By Curtis Bullock*

Believe it or not, soon the boats will be going back in the water and we all can start to enjoy another boating season. This has been a fairly mild winter which has been a good thing for the marina with the lack of ice build up in the cove and has also been easier on the old blowers and all that power they need to operate. I am happy to see that members have not been tying tarps to jackstands and most have secured them well. Usually the winter months are very quiet around the club. This winter a number of you have been coming around taking advantage of the nice weather to check on the boats and coming out to the clubhouse in great numbers for TGIF'S. Kudos to the Entertainment Committee for their different theme nights and great food. (Best you can ever get for \$3)

Let me take a minute to give out a few reminders. Dues and fees are coming due soon. A number of members lost their marina

assignments when the last invoicing went out so please make sure payments are not late to retain your status. Also, check with the office or Yard Staff prior to launching your boat to check your marina assignment. A number of Crew memberships are outstanding again. Please notify the DYC office if you are not going to renew your membership. Don't forget the Marina Gate will have a new access code. Check your membership card for the new code effective April 1/2006.

This summer the DYC will be having a few events of note. First will be the Opening Day Celebrations and Regatta on June 3&4. The biggest event of the summer will be the Convoy Cup Sept 16 & 17. This is going to be big!! Make your plans to attend.

The DYC has a new website. Thanks to Jim Brown and company for their effort with the new site. Same

address as the old site but a new look and new features. We are still going through a few growing pains with it but it will soon be up to date. If you have a boat or other item for sale, or a picture or two, please send it to the DYC office at [dyc@dyc.ns.ca](mailto:dyc@dyc.ns.ca) this is free for members. Check out the site at [www.dyc.ns.ca](http://www.dyc.ns.ca). Advertising space is also available.

We will be looking for a Gas Dock Attendant for this year. They must have their Boat Card and be able to handle a boat. If you know of a student who would like a cool summer job, please contact the office for details.

As always, let me know any questions, comments, or suggestions. I usually can always be found around the club somewhere.

*"When rats leave a sinking ship, where exactly do they think they're going?"*



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other waterfront,  
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and Marina.*

**11am to 11pm 7 days a week**

# Notes from the DYC Office

Just a couple of reminders for the spring.

- a. All invoices to be paid NOT LATER THAN 15 APRIL, 2006
- b. All launches are to be booked through the office. Accounts must be paid and insurance current.
- c. Check with the Club Manager regarding your marina assignment. A number of persons on last year's wait list have or will be assigned a permanent marina.
- d. Requests to change marina assignment are available from the office. If you can arrange a swap as to where you want to go it would make things easier. Doing a swap on your own is prohibited as assignments must be approved by the Marina Manager.
- e. If you know that you will be vacating your assigned marina for any length of time please advise the office in order that it may be utilized by a Wait List person.
- f. Please ensure that your berthing lines are in good condition and are of the proper strength for your boat. We won't detail the devices that have been passed off as mooring/berthing lines – not pretty!
- g. When berthed, please ensure that bow sprits/anchors, etc do not protrude across the marina trunk. Ensure that any power cord used is laid out in a way as to not present a tripping hazard.
- h. Fly the Flag – new club burgees are available in the office at a cost of \$35.00
- i. Access to the marina – the code has changed for 2006. See your membership card for the number – add the \* to the end. This will be in effect on April 1.
- j. ALWAYS use your membership card when refueling in order to collect the rebate on the number of litres bought
- k. Please observe the parking regulations and the time limits posted for loading and unloading. The handicap parking by the Junior Sailing shed is strictly enforced.
- l. Service Dock – if you require the Service dock, please advise the office. The time is limited to 4 hours.
- m. Clean Up – please ensure that the area where your boat was parked for the winter is cleaned up and all debris is disposed off. If the yard staff has to clean up, costs will be recovered.
- n. JUNIOR SAIL PROGRAM – this is a very popular summer happening. If you have children between the ages of 8 and 15 that are interested in the program, it is strongly recommended you apply early. Spread the word in your community about the program. We will have updated 420 class boats this summer in addition to the Echo and Opti fleets. Applications are available in the office.

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# Halifax Port Authority Practices and Procedures

The new Halifax Port Authority Practices and Procedures document has been published. This is an exert that pertains to recreational boaters transiting the Narrows.

"Recreational, Pleasure, Sailing and other Small Watercraft Transiting the Narrows:

The "Halifax Narrows" channel, the channel between the MacDonald and MacKay bridges, shall be considered a "Narrow Channel" in accordance with Collision Regulations due to the ship handling implications of the channel for large merchant vessels. All small pleasure craft, especially ones with limited power and/or ability to maneuver as a result of weather conditions or power limitations, are required to pay particular attention to transiting merchant vessels and provide early and clear maneuvering indications to allow for the safe passage of the

merchant vessel. Monitoring from various sources is maintained in order to assist local law enforcement in policing this practice. Individuals who impede the safe passage of a merchant vessel could be prosecuted under the Canada Shipping Act and/or Small Vessel Regulations".

Small vessels operating in the waters of the Port are required to operate at a safe speed not in excess of 6 knots through the water when in the Northwest Arm, and within 100m of any fixed or floating docks, beaches, mooring areas, and small craft in all other areas of Halifax Harbour and Bedford Basin."

"A small vessel is defined as all ships of less than 20 meters in length. Ship means every description of vessel, boat or craft designed, used or capable of being used solely or partly for marine navigation, whether self-propelled or not and without regard

to the mention of propulsion, and includes a seaplane and a raft or boom of logs or lumber".

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## Club History

*By Don Backman*

Did you know that the present work shed at DYC was built in the middle of winter? All volunteer labour and approximately one third of it was built on another mans land at the time.

Any member who has memorabilia pertaining to the DYC and would like to donate it to the club, please contact Don Backman at 434-0114 or email [cabuda@ns.sympatico.ca](mailto:cabuda@ns.sympatico.ca).

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## The Reversing Falls *By M. Fox*

The trip from Saint John to DYC was sure to be an adventure, and as such, volunteers were easy to come by. The three-man crew assembled at a yacht club near Saint John the day before the scheduled departure. This was the time to chart our course. Local sailors at the club were happy to assist, sharing crucial information over pizza and beer. They explained there was a small cove on the right hand side of the channel immediately before the falls. This would be our starting point and from there we would wait for slack water.

The nautical chart was carefully consulted. Slack current at the reversing falls would be two hours and twenty-five minutes before high water, or three hours and fifty minutes after low water. The chart indicated that one hour was available for navigation. That evening, the three of us stood solemnly at a lookout on the cliff above the falls. From this vantage point, we had a bird's eye view of the tide conditions. The swirling water below crashed violently against the surface of the rocks throwing spray far into the air and churning the water beneath. Yep. This would be an interesting trip, that's for sure.

Early the next morning we fitted out the boat, loading our supplies on-board, all the while hoping the thick fog blanketing the area would soon lift. Sure enough, by early afternoon, the sky began to brighten and, ever the optimists, we pulled away from the dock and headed

down river toward the falls.

An hour after leaving the marina we entered the gorge at the head of the approach to the falls. Crossing under a series of power lines, we spotted the little cove the sailors had indicated on the starboard bank immediately before the falls. Slowing down to assess the situation, we determined that even with a 5-knot current still flooding in, conditions were favourable for us to continue down river to our destination.

Seagulls circling overhead and perched on an exposed rock mid-stream monitored our progress as we navigated the treacherous waters. Without warning, as we passed False Island on our port side and a paper mill on our starboard side, the eddy currents threatened to spin the boat around. Using very inch of strength I had, I gripped the tiller, struggling to keep the boat on course. After thirty minutes of intense strain, we passed under twin highway bridges and the pressure on the tiller began to ease as the current began to diminish.

Cruising down through the deep gorge and under the Navy Island Bridge, we made our way out into the head of Saint John harbour. With the falls safely behind us, we enjoyed a hearty meal before motoring out into the Bay of Fundy fog, enroute to DYC with yet another sailing story to carry home.

# Marina Maintenance Report

By Jim Thomas, Vice Commodore, Marina Maintenance Chairperson

There have been no issues with the marina system so far this winter and routine maintenance is being carried out as usual. The pilings at the service dock are scheduled to be repaired and modified so the service dock does not fetch up at high tide.

The amount in the marina maintenance budget covers the normal maintenance activities

## "C" Dock

Aproximately 12 fingers now on "C" dock were salvaged from the oldest part of the original marina system damaged by "Juan". These fingers are approaching their oldest expected life (15-20 years) and need to be replaced soon. We have budgeted for replacing two fingers this year in the capitol expenditures and plan to replace 2 or 3 a year over the next few years. The trunk on "C" dock is new and has been configured to accept new fingers we expect to purchase from Radisson.

## "F" Dock

Under certain wind conditions from the west we are experiencing wave conditions on the outside of "F" dock that could cause damage to that part of the marina system over time and has also created problems for those members who's boats are located in that area.

The management committee is looking into various ways to address this issue.

One option we have looked at is a floating wave attenuation system which could be placed as an extension to the existing breakwater.

Raddison who provided our marina system also build wave attenuation products and we have received a quotation from them for this product.

There are a number of advantages to this type of system.

1. The system can be installed in stages spreading the cost over more than one fiscal year.

2. The floating system could be used by the junior sailors in summer or as additional dockage for special events such as regattas etc.

3. Approvals for this type of system should be much easier to obtain from the authorities as opposed to an in water construction project.

4. The overall cost including maintenance should be less than constructing a breakwater system.

5. The system can be easily removed during the winter months to reduce maintenance costs and prevent ice damage to the system.

The system we are looking at comes in sections 10ft x 48ft with a cost of \$ 32,000.00/section. We estimate anchoring costs to be aprox. \$8,000.00.

We estimate we will need 2 or 3 sections to give the protection we need. One option is to install one section first and then a second section when funds are available. At that time we can determine whether a third section is needed

We will be investigating other potential methods of reducing the wave action on "F" dock however we are looking for feedback from the members in regard to this option.

At this point there is nothing in this budget to address this issue.

## Marina Power

The power usage and fee schedule on the Marina has been reviewed. The total received from power charges to the members more or less covered the cost of the power used on the marina for 2005. We are expecting an increase in power costs for 2006 so we have adjusted the fees to cover this increase. It was also decided during this investigation which included monitoring individual power usage at several sites on the marina that there was inequality in the amount of power consumed and the fees charged between the 30 amp service fees and the 15 amp service

fees. The new fees will raise the total revenue for 2006 and provide a more accurate reflection of the actual average power consumed.

## Other outstanding marina related items:

Rubber matting has been applied to the gangway plate to improve traction and this will be monitored as a possible remedy.

Possible reconfigurations of ramp/gate access to the service dock are being considered.

Removal of some obstructions from the seabed off of "D" and "F" docks are being investigated.



**Club Hours**

The DYC office is open Monday to Friday 8:00 AM to 5:00 PM.

If you need to speak to someone from the office after hours, call the number given on the recorded message.

**Fuel Dock open May 17  
Hours will be posted**

TO CALL FOR SERVICE  
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468-9273 YARD/BAR  
VHF CH 68

**Summer Bar Hours  
Starting May 17**

Wednesday 4:00pm to 11:00pm  
Thursday 4:00pm to 11:00pm  
Friday 3:00pm to Midnight  
Saturday 11:00am to Midnight  
Sunday 11:00am to 10:00 pm



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for you and 5 of your friends in one of our private rooms.

Enter to win each time you dine at Ryan Duffy's.

## Yard-Fleet Captain Power

*By Gordon Fraser*

Hello everyone,

With Spring fast approaching and our minds turning to the new season we need to make some preparations. It was decided at the last General meeting to expand our yard space. In the back area there is quite a bit of space that we can clear and store boats on. This will be utilized for boat parking if we increase our membership or winter rental space which is additional revenue right on the bottom line. This also allows more storage space in summer for trailers and cradles which in turn gives us more parking for vehicles.

We are currently experiencing problems with members not cleaning up after themselves in both winterizing and spring preparations. Please, keep in mind that we want to have a neat and tidy appearance as well as a safe environment. This means not leaving things to trip on or garbage laying around etc. This is an important issue and if the club staff has to clean-up your mess a fee will be administered.

Those in sheds will be asked to dis-assemble them promptly after the boats are removed. Thank-you for your attention to these matters. Any suggestions you may have for improvement on the yard is always appreciated.

As Fleet Captain Power I would like to develop 1-2 additional events outside of the Poker Run. I was thinking about a trip to the Pepeswick Yacht Club as they have lots of sheltered mooring space and it is a short jaunt. Also a trip to Hubbards and the Shore Club would be a fun time. There is dock space for 12 and moorings available. Again if anyone has any additional suggestions for outings please let me know.

Looking forward to a great boating season

**No one likes  
an ugly boat,  
however cheap  
or fast**

Roger Duncan

# Boat Explosions and Ignition-Protection

In light of recent explosions involving pleasure craft in Atlantic Canada, Transport Canada Marine Safety has assisted authorities with their investigations to determine the reasons why these incidents occurred. Several common factors were found in these incidents, highlighting a dangerous trend in the boating industry today.

For years, boaters have used automotive engines in pleasure craft. Automotive electronic components are now being used on marine engines, as an economical way to service vessels and get them onto the water. Unfortunately, this practice leaves the boater vulnerable to fire and explosion! Both experienced and inexperienced boaters who purchase used boats, must be aware of the engines installed, and their affixed electrical components.

The Canadian Construction Standards, TP-1332, (see the Transport Canada website at:

<http://www.tc.gc.ca/MarineSafety/TP/TP1332/menu.htm>) require every pleasure craft to be fitted with electrical devices that are ignition-protected. Ignition-protected components are designed and constructed so they won't ignite a flammable hydrocarbon mixture like gasoline, propane (LPG) and oxygen under normal operating conditions. Ignition-protection of electrical components is achieved using seals, flame arrestors and/or potting (encapsulation) to prevent sparks from escaping when the equipment is operating. In Canada, most ignition-protected components will be labelled.

There are many older vessels still in use across Canada, which have been fitted with converted automotive engines. Even new vessels may be using automotive parts. If your boat is being serviced by the novice handy man or backyard mechanic there may be a possibility that marine parts are being replaced with less expensive automotive versions.

There is no doubt that automotive engines and parts will work in your boat, and that they are cheaper. Do not sacrifice the safety of yourself, your family and your passengers to save a buck or two. Ignition-protection is critical to prevent fire and explosions on boats. The next time you service your engine; ensure the job is done by a certified marine technician who will verify that any part replacement or any related work does not compromise the ignition-protection of your engine. If your boat explodes, or if you have a fire aboard, and during an investigation the boat is found to be in non-compliance with the Canadian Construction Standards, TP-1332, your insurance may not cover you. If you are uncertain as to whether or not your engine has the appropriate protection, have an accredited marine surveyor or a certified marine technician verify the work.

Fortunately, the recent explosions in Atlantic Canada did not result in loss of life. However, each incident could have ended with several fatalities. Transport Canada asks you to consider: Is your vessel's engine ignition-protected? Share this information with your neighbour; it could save a life!

**For more information on this or any other topic covered by the Office of Boating Safety visit [www.boatingsafety.gc.ca](http://www.boatingsafety.gc.ca) or call 1-800-267-6687**

Some men call it sailing  
When they can take their ease  
Aboard a stately liner  
That ploughs the Seven Seas;  
But give to me a sailing craft  
With rigging snug and taut,  
And I'll take m chances  
On making every port

*-Alfred Stuart Myers*

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**Contact Brent @  
902 - 853 - 2442**

# DYC Bar News *by Paul Daye*



The Dartmouth Yacht Club bar and clubhouse has much to offer to all members and guest, a well stocked bar, the TGIF's organized by the social committee, a sociable place to gather, have a friendly game of pool and being able to relax by the fireplace on a cold winter day or evening.

Many thanks to those that made the New Year Levee a great event, welcoming many DYC members, quest and dignitaries from the local area, some arriving by boat from the Armdale Yacht Club.

Gary; our bartender, worked long hours on the New



Year's Eve Dance then coming back to work to prepare the clubhouse, making the moose milk and working the bar for the levee.

During the next few weeks, Allied Industrial Supplies Limited will be installing a new draft beer portion control metering system to the present keg cooler behind the bar. This new system will provide an easy method to pour an accurate volume of beer into pitchers, 12 and 14 ounce glasses utilized at the bar. Along with, providing a precious method of accounting for volumes of draft beer served across the bar

# Let's All Keep Our Workplace Safe *by Jim Brown*

As boat owners or crewing members we have a tendency to think of the Dartmouth Yacht Club as a recreational area; a fun place where we play and work on our boats and socialize with other boaters. We forget that our club is an employer and has a number of employees who consider this club to be a workplace. We have a dedicated and hardworking staff who make this club what it is today and certainly more enjoyable for all of us.

As you are all aware, the Dartmouth Yacht Club employs Curtis as the Club Manager, Bruce the Officer Administrator, Gene & Todd as the Yard Crew, Gary, Cathy & Nancy the bar staff, Jani our janitorial service. During the summer we employ an extra staff member to assist Gene & Todd in the yard, a Gas Dock attendant and a Junior Sail Program instructor. The Dartmouth Yacht Club

buildings and property are certainly a workplace for these employees, but we shouldn't forget that there are many others who also consider our club to be a workplace. Bob Coghlin and his employees at Coghlin Enterprises Ltd work on our property, machinery and infrastructure year round, as well as many other contractors who are hired to perform certain duties or repairs. Even the drivers who pick up and remove garbage from our BFI containers consider our site to be a workplace.

So, the Dartmouth Yacht Club is not only a recreational area for club members but also a workplace for many. We ALL are responsible to ensure that our boats, our cradles/jack stands and areas around our boats are safe. These areas on, around and under your boats should be hazard free. This winter has been mild with far less snow than normal and

therefore we could be cleaning and removing unnecessary objects that could cause injury to others. As this is a workplace, these employees are protected under legislation such as the Workplace Safety and Health Act.

If you see or even think that something could be dangerous or unsafe either in the yard, on the water or in the club house, please report it to one of the staff or call or email me and I will certainly address the issue immediately.

## **THINK SAFETY.**

**DID YOU KNOW THAT DURING AN AVERAGE MONTH THERE ARE THE FOLLOWING INJURIES IN WORKPLACES IN NOVA SCOTIA**

**246 SERIOUS BACK INJURIES  
42 LACERATIONS  
32 BROKEN BONES**



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# Lane's Marine Detailing Services

14 Marriott St, Halifax

The application of antifouling at any boatyard in Nova Scotia is best facilitated by Lane.

He works his bottom off to make sure that your bottom is done to perfection.

Why look for problems?

Get the finest antifouling available, and the most problem-free paint job in town.

**Call Lane.**

**(902) 477-4410 Or 1-888-531-LANE (5263)**

## The process in which your boat is detailed:

### **Below the waterline: (antifouling application)**

- Wash entire hull to remove marine scum, and grassy build up.
- Wet sand the entire hull to remove old bottom coats while providing appropriate adhesion for the replacement antifouling.
- Mask off entire waterline and fair out any inconsistencies (removal of excess antifouling paint, smoothing out pitted surfaces in the fiberglass 6-10 inches below waterline).
- Rinse well.
- Remove debris such as mussels and other growth around rudder, propeller, and driveshaft where necessary.
- Remove and remark waterline mark to produce a sharp, crisp line when final bottom cote is applied.
- Rinse well- let dry.
- Mix, dilute and apply bottom coat as per instructions of the manufacturers
- Apply initial antifouling coat to the waterline, counter rudder, propeller, run, keel, run, forefoot and stem of your sailing vessel.
- Let dry.
- Apply antifouling coat to remainder of the hull section, recoating sections already mentioned to ensure added protection.
- Inspect bottom cote procedure and retouch where necessary.
- Remove waterline masking.

### **The Topsides:**

- Wash topsides to remove loose dirt, engine exhaust, soot, salt and oil.
- Re-wash vessel to remove stubborn stains with a light acid wash.
- Re-wash with boat soap and water.
- Rinse. Let dry

- Apply rubbing compound to remove oxidization, old wax and other build ups stubborn in nature.
- Re-wash boat with a mild detergent. Rinse. Let dry.
- Apply a quality marine wax that provides ultimate protection that produces a deep shine.
- Polish.
- Polish again.
- Apply final coat of polymer that resists fading, chalking and corrosion and aids in ultimate UV protection.

### **The Deck:**

- The entire deck is washed, and then re-washed to remove stubborn stains and ground in dirt.
- Polish all surfaces with a special agent, excluding the skid cote thus adding UV protection that resists fading and adds a slight gloss without being slippery when wet.
- Toe rails are cleaned and protected.
- Cockpit, upholstery, instruments are cleaned, polished and protected from the elements.
- Stainless steel is cleaned, polished and protected from pitting.
- Windows are polished clean.
- Buoys are cleaned and replaced or stored
- Loose lines neatly stored.
- Hatches, companionways, winches and other hardware are inspected, cleaned or "touched up" as required. Some painting may be required.

### **The Interior:**

- All interior surfaces are cleaned and polished.
- Teak is oiled, and cleaned.
- Mold stains are removed.
- Items are assembled and put in their place.
- Other interior areas may require tightening, loosening, regressed, oiled, painted repair or general maintenance as required



# **DON'T BE BEACHED BY LIFE'S HAZARDS**

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## Newsletter Information

The Signal is published  
4 times a year:  
November, March, June  
& September.  
Available at the  
DYC Clubhouse  
and posted on the  
DYC website.

## SUBMISSIONS

Articles and photos will  
be considered for  
publication subject to  
space and topic.  
Must be digital.

## NEXT DEADLINE

Deadline for next Issue  
submissions and  
booking ad space is  
May 26/2006.

## EDITOR

Curtis Bullock  
Contact DYC Office

## ADVERTISING

Contact Curtis Bullock  
Tel: 468-6050  
to place an ad.

## ADVERTISING RATES

Full Page - \$100  
1/2 Page - \$70  
1/4 Page - \$50  
Bus Card - \$20

## DESIGN & PRODUCTION

Jennifer Stone

## ARTWORK SPECIFICATIONS

Supply via disc or email.  
PC or Mac compatible  
JPEG, Tiff, EPS or pdf  
black & white artwork.  
**Image resolutions  
should be at least  
200 dpi at final size.**

The Signal

# Wanted

## Monday Nights, 2006



## New Racers, Women Racers, Experienced Sailors

For our new Monday night  
White Sail Fun Races.

Come join us for another  
great evening of sailing!

Learn to race without the pressure.

We are looking for new racers to participate and for  
experienced sailors to help our new racers.

To register as a boat, available crew or a mentor (with  
or without a boat),  
please contact  
Kristin at 225-9508  
or [kristinsmithgray@accesswave.ca](mailto:kristinsmithgray@accesswave.ca)

(Detailed race schedule  
available on the DYC website.)