

The Signal

December 2006



DYC Management Team - 2007

Commodore,
Marina Manager
Jim Thomas

Vice Commodore
Bar Chair
Grant Gordon

Rear Commodore,
Sailing Activities
Nathan Reece

Fleet Captain Sail
Barry Nooyen

Fleet Captain Power
Fuel Dock Chair
Anthony Mountenay

Treasurer
Robert Taylor

Management At Large
Paul Daye
Marina Maintenance

Jim Brown
Safety Chair
Clubhouse

Mark Sutherland
Jr Sailing Director

Gordon Fraser
Yard Operations Chair

Mary Keddy
Recording Secretary

Curtis Bullock
General Manager
Special Event/
Publicity Chair

Trustees
Paul Downing
Jack Conrad
Jim MacDonald

Club Historian
Donald Backman

2006 Race Program at DYC

By Rod Stright, Communications Coordinator DYC Race Committee

"Sponsors make it possible – Volunteers make it happen"



Convoy Cup start 2006. Photo by Hal Davies

The following is a summary of the activities and results of the 2006 Race Program at DYC:

1. Wednesday Night Racing attracted a total of 51 boats at one time or another racing in four classes. Up to 9 in A, 9 in B, 21 in C and 12 in D class. A total of 21 races were conducted for each class in this series which translates to a total of 84 races for the overall Wednesday Night Series.
2. The DYC Opener attracted a total of 35 boats racing in 4 classes. Clubs represented included AYC, BBYC, SYC, LYC and RNSYS as well as DYC. Twelve races were run in this regatta.
3. The Convoy Cup (100n/m) attracted 28 entries in 5 classes while the Veteran's Cup (Basin/Harbour race) attracted a total of 28 as well. Entries were from all Metro clubs as well as CYC and Dobson YC. A total of 3 races were run in this CC weekend with a combined entry of 56 boats.
4. The Bean Crock attracted a total of 35 entries in 3 classes.
5. 12 boats entered the Annual Fun Race to Chinatown.
6. 3 boats represented DYC (Vagrant, Lochiel, and Defiant) in the Route St Pierre race with Defiant winning her class.
7. A total of 7 boats entered the DYC single handed series which concluded the DYC racing program on Oct, 2005.
8. A total of 7 DYC boats also participated in Chester Race Week with Climax winning her class. Many DYC yachts participated at other events in the metro area and around the Maritimes. Valour won the Northumberland Strait Season championship completing eight distance races during the summer at various locations in the Northumberland Strait.
9. New initiatives for 2006:
 - ✓ Monday Night Races 16 races up to 33

... see Summary pg. 3

Convoy Cup *By Mary Keddy*



Left: Heading out for the Sailing Races!

Right: Water Boats lead the Sail Past



For the third time since 2002, the "Convoy Cup 2006" which was held from September 15 – 17th was a great celebration and honouring of the convoy veterans who served their countries crossing the Atlantic during World War II.

The Dartmouth Yacht Club (DYC) is proud to be the club of record for the Convoy Cup which is now a semi-annual event at the DYC with a companion event held in Norway on alternate years. The highlights of the weekend are a 100-mile ocean race, day races in the Halifax Harbour area and other club events, and a Convoy Re-Enactment and Sail Past of the Corvette HMCS Sackville.

In 2006 a huge achievement in profiling the Convoy Cup is its association with the Halifax Waterfront Development Corporation Ltd., which enabled it to be part of the 2nd Annual Halifax Harbour Festival celebrations. The events had representation from all the local clubs (Armdale Yacht Club, Bedford Basin Yacht Club, Dartmouth Yacht Club, Royal Nova Scotia Yacht Squadron, Shearwater Yacht Club), as well as some from further away (Bras Dor Yacht Club and Chester Yacht Club).

For the Sail Past, the Armdale Yacht Club was named the Best Convoy 2006 with 24 out of the 85 vessels that participated from that club alone! Each vessel in the convoy re-



David Bakody, DYC; Certa Cito Best Ship's Salute - 1st Prize Winner



Charlie Giffon, AYC; Blues Breaker Best (Period?!) Costume – 1st Prize Winner

enactment represented a ship that participated in convoys during the Battle of the Atlantic and flew a banner with the vessel's name and the country flag of the ship. All vessels saluted the veterans aboard the HMCS Sackville as they sailed past. There were prizes for the Most Elegant Ship Salute and Best Period Costume.

For more pictures of the Convoy Cup 2006 event, visit the DYC web site at

http://www.dyc.websitepro.ca/dyc_4452.html?doc_id=7068&content=also

The DYC was the venue for a registration/reception on Friday, as well as a Veterans' Reception and Awards Ceremony on Sunday. And on November 18th a Reception was held at the DYC to thank all of the sponsors and volunteers of the Convoy Cup 2006. Commodore Jim



Many enjoyed the wrap-up celebration!

Thomas called recipients forward for Steinar Engeset, Chairman of the Convoy Cup Foundation, and David Langlois, Chair of the Convoy Cup 2006 and Past Commodore DYC, to present appreciation awards to almost 70 sponsors and volunteers!

The ever growing interest and participation in these events is outstanding. Thanks to all who participated in any and every way.



Ruth Wagner receives a Convoy Cup Pendant from Steinar Engeset.



Ruth's husband, Earle, also receives a gift from Steinar Engeset



Steinar Engeset presents to Gold Sponsor, John Graydon



Steinar Engeset also receives a token of Appreciation from Stuart Carscadden!

Summary *continued from pg. 1*

boats participating over the season

- ✓ Double handed series up to 15 entries (5 races)
- ✓ Women's Series up to 6 entries (5 races)
- ✓ New race marks
- ✓ New gear on the committee boat (flag rack etc.)
- ✓ Racing Forums and Seminars held throughout the off season.

10. In total approximately 130 races were held, some concurrently, with 90 boats participating. 39 boats from 7 different clubs raced at DYC this season in addition to DYC boats.

11. A Race Committee was established in December of 2005 and developed the 2006 Race Program, including a communications and sponsorship/fundraising plan. Under the sponsorship Plan 15 sponsors donated a total of \$15,200 in cash and prizes (\$ 6,750 in cash, \$8,450 I prizes).

On behalf of the DYC Race Committee I would like to express out thanks to our sponsors for their generous support to the racing program at DYC and the many volunteers who helped make our program the most active and successful ever. As they say:

"Sponsors make it possible – Volunteers make it happen"

For a complete list of our sponsors go to:
http://www.dyc.ns.ca/dyc_4837.html .

"DYC Racing - Setting the Course"

Message from the Commodore *By Jim Thomas*

Your new management committee has been working diligently since the recent election to resolve a number of outstanding issues and address concerns that were brought forward by members at the general meeting in October. A full report will be given on these items at the AGM in January.

As commodore, I feel it is my first priority to preserve and protect the current wonderful assets of the club that exist as a result of the commitment of the many volunteers, staff members, management members, flag officers, trustees and commodores who have gone before me in the last 45 years. To this end,

addressing the wave action on "F" dock is the number one priority for the current management team. We have established a sub-committee to look at a variety of options and provide a comprehensive report and recommendation on how we should proceed at the AGM in January.

Another sub-committee has been established to review all aspects of the fees, dues and membership structure to ensure we have a sound financial plan in place for the coming years, including the capital spending and operational needs of the club.

In addition, a strategic plan is being established to guide the future

development of the club. As members, your input in these matters is essential for our future success, so be sure to have your voice heard by participating in the general meetings and by bringing your concerns, comments and suggestions to the staff, general manager or management members.

Our success in recent years has been a direct result of the scores of volunteers who have worked on committees, projects and events at DYC, and I would encourage you to participate as a volunteer whenever and wherever you can. You will find it very rewarding and a lot of fun, too.

Convoy Cup 2006, Halifax, Nova Scotia

by Steinar Engeset, Chairman, Convoy Cup Foundation



On September 13, 2006 we were very honoured to have the following guests travel from Norway to Halifax to attend and participate in the third bi-annual 2006 Convoy Cup to "Honour Those Who Served" in the convoys during the war:

- Major General Johan Brun, Retired from Land Command Oestlandet
- Editor of F magazine, Erling Eikli
- Major Tony Isaksen, Chairman of Stiftelsen Convoy Cup
- Assistant Director General, Even Enge, Forsvarsdepartementet
- Norwegian War Veteran, Baste Matre
- Norwegian War Veteran, Per Solem
- Norwegian War Veteran, Anton Wang
- Norwegian War Veteran, Kjell Nilsen
- Youth Prize Contest Winner: Haakon Stensrud
- Open Class Prize Contest Winner: Kjersti V. Soerdal
- Major Erik Ola Myroldhaug, FST
- Commodore Arne Morten Gronningsaeter

We also had Minister Counsellor, Jannicke Jaeger, Royal Norwegian Embassy, Ottawa and Kim Adams, Banff, Scotland travel to Halifax so they could participate in the Convoy Cup events.

During their visit all the guests attended the Convoy Cup but they also participated in:

- Visited Lunenburg and laid flowers at the Norwegian monuments.
- Visited the Camp Norway site



- Visited Peggy's Cove
- Toured HMCS Sackville
- Laid flowers at the Canadian and Norwegian monuments at Sackville Landing
- Visited Pier 21 and Maritime Museum of the Atlantic
- Visited Norwegian war graves in Lunenburg and Halifax and laid flowers

In Norway a writing contest was held by the Forces magazine "F" and the winners won a trip to Nova Scotia to attend the 2006 Convoy Cup. As indicated above the winners included Haakon Stensrud and Kjersti Soerdal. The winner of the Conscript Prize, Paal K. Fredriksen was unable to make the trip due to family commitments.

This year's the Convoy Cup was a great success with 85 vessels participating in the Convoy Cup sailpast where we had many war veterans onboard the HMCS Sackville. The war veterans took the salutes from each vessel/crewmember with great pride. As in years past each vessel participating had a sign on their vessel which named a ship that was lost during the war and also the country the ship was from. This is a great way to "Honour Those Who Served" in the convoys during the war.



The following are some results from the Convoy Cup weekend:

2006 Convoy Cup Race Results-1st Place Winners in each Category:

Ocean Race A-1 Class:

Winner was the "VAGRANT"

Ocean Race A-2 Class:

Winner was the "CLIMAX"

Ocean Race B Class:

Winner was the "SECOND LADY"

Ocean Race Cruiser Class:

Winner was the "CORKSCREW"

Ocean Race Double Handed Class:

Winner was the "FANTASEA"

Veteran's Cup Spinnaker Class:

Winner was the "APRES SKI"

Veteran's Cup Cruiser Class:

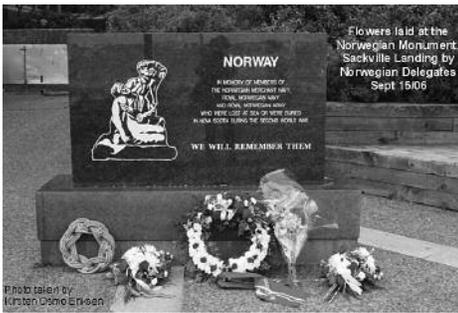
Winner was the "SYNERGY"

Convoy Cup – Sail Past Prize Winners:

Best Salute:

1. CERTA CITO, Dave Bakody (Dartmouth Yacht Club)

2. MARLARGO, Mike Mahoney (Armdale Yacht Club)



Flowers laid at the Norwegian Monument, Sackville Landing by Norwegian Delegates Sept 15/06

Photo taken by Kristin Doms Engseth



Flowers laid at Norwegian war graves St. John's Anglican Cemetery, Halifax on Sept 15/06
Photo taken by Erling Eikli/F



Norwegian Delegates onboard HMCS Sackville Sept 15/06

Photo taken by Erling Eikli/F



Photo taken by Erling Eikli/F

3. GOLDEN DAWN, Bryon Rose (Dartmouth Yacht Club)

Best Costume:

- 1. BLUES BREAKER**, Charlie Giffon (Armdale Yacht Club)
- 2. MACKENZIE HOPE**, Randy Wilson (Shearwater Yacht Club)
- 3. NANNY JO**, Doug Colson

(Dartmouth Yacht Club)

We look forward to the upcoming 2007 Convoy Cup events which will take place in Risor, Norway. As soon as we have more details we will advise.

Thank you to everyone involved with Convoy Cup as we would not be successful in honouring the veterans without your help.

Convoy Cup 2006 *By Sandra Thomas*

On a late September day in 1940, the Canadian Merchant Vessel Saint Malo lay at anchor in Bedford Basin. The captain and 43 crew members were waiting to join the Battle of the Atlantic as part of Halifax convoy HX77. On October 12, Saint Malo was torpedoed and sunk by the German U boat U101 off the coast of Britain with the loss of 29 lives. Sixty-six years later, on September 17, 2006, the captain and crew of the pleasure craft L'il Onion were also preparing to leave Bedford Basin in convoy. Captain John Sparkes and his crew were representing Saint Malo in the Convoy Cup 2006 Sailpast to "honour those who served".

The objective of the Convoy Cup Ocean Race, as outlined in the Notice of Race, is to offer racing and cruising yachts an opportunity to participate in an ocean race to commemorate the links that formed between the Province of Nova Scotia and the countries of Europe during the two world wars. The objectives further note that Halifax was the congregation point for hundreds of naval vessels and supply ships that formed convoys to transport the necessities of life across the Atlantic Ocean. The race is dedicated to the memory of all those men and women in the navy and merchant marine service who sailed in those convoys.

At a recent function to thank the sponsors and volunteers for their

contributions to September's Convoy Cup activities, DYC Commodore Jim Thomas declared 2006 to be the year that the Convoy Cup moved from being an event to being a spectacle.

More boats from more clubs took part in the on water activities, and for the first time the Convoy Cup Foundation partnered with the Halifax Harbour Festival to bring the Foundation's commitment to honour those who served to the wider Halifax community.

On Saturday, crowds gathered near Queen's Wharf to take in the Harbour Festival were thrilled with the display of spinnakers at the start of the Convoy Cup Ocean Race. Later that same day, the Harbour Race started in the historic waters of Bedford Basin and ended on the Halifax waterfront. Docking facilities on the waterfront were made available to the race participants and the awards ceremony took place in the Harbour Festival's tent on Tall Ships Quay.

The third Convoy Cup Sailpast was held on Sunday with a record number of boats taking part in the convoy departure re-enactment, including 42 from the Dartmouth Yacht Club, vessels from the Navy and the Coast Guard, and the visiting yacht Destination Fox Harb'r. Crowds on the wharf at the Maritime Museum of the Atlantic and the viewing party of veterans on board the museum

ship HMCS Sackville heard the stories of the ships that took part in the Battle of the Atlantic. The viewing party took salutes from the passing pleasure craft, many with veterans on board, representing merchant and naval vessels that sailed to Europe in convoys out of Halifax, many never to return.

Following the sailpast, veterans, sailpast participants, sailors, and dignitaries from both Norway and Canada returned to the Dartmouth Yacht Club where Her Honour Mayann Francis, Lieutenant-Governor of Nova Scotia, presented medals to the winners of the different classes in the ocean race. Awards were also made to sailpast crews with the most elegant ship's salute and the best period costumes.

The success of the weekend was due in large part to the dozens of sponsors and volunteers who gave generously of the time and resources so important to an event of this scale. The Convoy Cup moves to Risor, Norway in 2007, but planning for the 2008 event on Halifax Harbour will begin soon. If you would like to contribute to honouring those who served, whose sacrifices made it possible for all of us to enjoy our boats on the waters we take for granted, please contact Convoy Cup Foundation Chair Steinar Engeset, Commodore Jim Thomas, or the DYC club manager.

Leaving your boat in the water *By Paul Daye*



Some boaters prefer to leave their vessels in the water for the off-season. Here are a few pointers to make the process more successful.

Several of steps needed to winterize a boat being stored in the water are the same as one being placed on the hard. These include winterizing the fresh water system by draining or using non-toxic antifreeze, deciding what do about filling your fuel tank

and if you are using a fuel stabilizer.

So what are the additional steps to prepare for in the water storage?

1. Point your bow into the prevailing wind if possible.
2. Double up your mooring lines and add extra fenders
3. Check your thru hull fitting for corrosion and loose hoses.
4. Insure your storage batteries and

charging system is in good condition.

5. Ensure your bilge pumps and floats operate properly.
6. Check rudder and propeller shaft stuffing boxes for leaks.
7. If the marina subject to icing, take steps to prevent ice damage to your boat.

Check your boat often and after major weather events.

Manager's Report *By Curtis Bullock*

Another season has sadly ended but a few of our members are staying in the water this winter to hopefully take advantage of a mild winter and to get some sailing in. I tip my hat to these optimistic people and hope they get some mild days that they can enjoy on the water. Lately mind you we have had days that are better than this past summer. Please periodically check your boat whether it is in the water for the winter or on land.

Let me take this time to welcome our new management team. A few new faces and a couple of changes in the flag officers. I look forward to working with this team in the months to come. A lot of items are being addressed by your management team all in the ongoing effort to continue to make NYC the premier Yacht Club in our area.

Over the winter months look for announcements for events at the clubhouse. These are put on by volunteers that hope you come out and mingle with your fellow NYC

members. Always a good time is had by all at any event that is hosted here. Come on down to the clubhouse this winter. Thanks to the volunteers that make these events happen. Keep up the good work!

The 2007 NYC Members Directory is scheduled to go to print in January. In order to make this annual publication happen, we need the support of advertisers. If you or any person you know can help with this publication, please contact the NYC office to place your ad. This book is used by over 400 NYC members and has been a useful guide to them. Please help us in support of NYC.

As always, let me know of any comments, suggestions, or even complaints. You can always contact me at the office, phone, and even once and a while at the bar.

Have a great holiday season.

"Smooth seas do not make skillful sailors"



Club Hours

The NYC 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.

Winter Bar Hours Starting October 9

Closed Monday to Thursday
Friday 4pm to midnight
Saturday 11am to 10 pm
Sunday 11am to 8 pm

Notes from the Office

Will try and keep these notes short and to the point. By the time you read this SIGNAL the due date for your Senior Dues and CYA Dues will have passed. For those whose account is now outstanding, action has been taken to remove your name from the assigned Marina list, or from the Marina Wait List and place your name at the bottom of the Marina Wait List. As of this writing, there are 40 persons ahead of you! Action will also be taken to invoice those accounts outstanding with the \$50 late pay charge (See article 13 of the club's By Laws, paragraph 2).

The Annual General Meeting will be held in January. The main focus will be on the audited financial statements, the budget and the dues and fees structure. There will of course be other items on the agenda and as such the membership is encouraged to submit items for the agenda that you feel should be discussed. Please submit these items to the office that will in turn pass them to the Recording Secretary. By doing this, it will enable management to do research on the item and be

prepared to address your agenda item

Boat winter storage, land and water. While the yard staff will make periodic rounds of the yard and marina, it is the member's responsibility to ensure that your boat is properly secured, covers are not blowing in the wind, and that no lines are attached to jack stands. Jack stands should be inspected regularly. The yard staff will assist if required. If you are accessing electrical power, please remember that any boat accessing power will be monitored and the member will be invoice for actual use based on an average of at least four readings. Electrical heating devices are NOT to be left on when you are not onboard.

Change of address. So far some 10 letters/invoices have been returned to the club with the annotation by the post office that the addressee has 'moved'. Please let us know of any change of address.

Sale of boats – if, during the course of the winter you sell your boat, please advise the office. Arrangement may then be made to continue

storing the boat for the winter in the Non Member – Winter Storage classification. If the person buying your boat wishes to join the club as a Senior Member, he may be then placed on the "Wait to Join" list. In order that the boat may continue to be stored, proof of Third Party Liability in the new owners name must be provided. The pro-rated boating fee will be calculated on an individual basis.

Security – ensure that any means of accessing your boat is under lock and key. All ladders should be chained to the cradle or taken away. Permanent steps are discouraged. Outboard motors should be removed as well as any attractive electronics that might be easily taken.

CANADIAN POWER and SAIL SQUADRONS

alderney.cps.ecp.org
Alderney Squadron Winter/Spring Courses
Registration at Dartmouth Yacht Club – Jan 8th from 7 pm – 9 p.m

Winter Courses Planned:

BOATING (includes Coastal Navigation and Operator Card) 2 courses – (1) Monday evenings, NYC, start Jan 15th at 6:45 p.m., runs 13 weeks and (2) Tuesday evenings at NYC, start Feb 20nd at 6:45 p.m., runs 13 weeks, \$175.00/person

Piloting (min. 5 students) - Tues evenings, BIO; start Jan 16th 7 p.m., 13 weeks

Seamanship Sail (min. 5 students) - Wed evenings, Shearwater YC; start Jan 17th 7 p.m., 13 weeks

Coastal/Extended Cruising (min. 5 students) - Thurs evenings, Shearwater YC; start Jan 18th 7 p.m., 13 weeks

Fundamentals of Weather (min. 5 students) - Mon evenings, BIO; start Jan 15th, 7 p.m., 8 weeks

Cost - Piloting, Sea Sail and Extended/Coastal Cruising/ Weather: \$100/person for current CPS members; \$125 for non members.

Advanced Piloting (min. 5 students) - evenings, Bedford Institute of Oceanography; start Jan 15th 7 p.m., 13 weeks - \$125.00/person for current CPS members; \$150.00/per person for non members

Other:

BoatPro to obtain Pleasure Craft Operator Card; 8 hour course

- Time and location to be advised.
- Contact: Mary MacMillan - 434-0457; dmamc@ns.sympatico.ca

VHF Marine Radio Telephone ROC(M) with DSC Certification; 9 hour course;

DSC Certification for those who already have their ROC(M); 5 hour course

- Time and locations to be advised.
- Contact: Mary Ridgewell - 463-2108 (H); 424-4400 (O); ridgewm@gov.ns.ca

GPS Seminar - planned for late March or early April - watch the website for confirmation of dates.

Radar Seminar - planned for late winter, early spring - watch the website for confirmation of date.

Information:

Jerry Bourgeois - 434-8939;
jrg.bourgeois@ns.sympatico.ca

Mary Ridgewell - 463-2108 (H); 424-4400 (O);
ridgewm@gov.ns.ca



"I'm dumping you, Howard. Since you love boats, I'll explain why in a way you'll understand—you're a canoe, but I'm looking for a yacht."



"How sweet, he's smiling. He must be dreaming about me."

DYC Racing News *by Garth Mallett*

Well racers, our 21 weeks of racing is over for this year and a very successful year it was. By the time you get this, most boats will be stored for the winter but it is interesting to note the number of racers that are taking action now to prepare for an early start next spring.

Before I get into bringing you up to date on the racing events I want to express, on behalf of all the skippers and their crews, a thank you to all those who helped to make it such a successful year. So hears to all the members of the Race Committee, but in particular to Nathan Reece the chairman; Rod Stright, communications and our chief co-coordinator, Harvey Ainslie, for all his work getting those new buoys fabricated and in place; Kristin Smith Gray for getting the Ladies racing organized; all those who were involved in organizing special events such as the Opening Regatta, Convoy Cup, and Bean Crock races; and then there was Brian Picton and Glen Davidson who did such a great job of running our events from the Race Committee Boat and keeping records. And what about all those sponsors who donated money and prizes, The sponsorship program success was in no small part due to Rod Stright's efforts. The sponsors were the key to a most successful year and we should try to express our thanks to them by supporting them in their businesses.

The last issue of the Signal covered the race results up to the end of the Summer Series so this issue will only cover the Fall Series and special events.

MONDAY NIGHT RACING:

What a success this was. This non competitive racing and ladies racing brought out a total of 33 boats over the 16 weeks of fun racing. Its objective was to provide boaters who had little or no racing experience with an opportunity to get the feel of racing and become familiar with the rules of racing. We hope they enjoyed it and will become avid Wednesday night racers in the near future.

Since it was fun racing no winners will be declared for the over all 16 races.

Womens Skipper Series

This was a series of 5 races of which the best 3 were tallied.

The winners were:

- 1st - Second Lady - Cheryl Mallett Skelton
- 2nd - Merriment - Kristin Smith Gray
- 3rd - Eye Spy - Darlene Rhyno

Kristin had the misfortune of loosing a rudder in one race. Kristin will be looking for an even greater ladies participation next year. So ladies give it some thought and increase those numbers from the 6 participants of 2006.

Double Handed Racing

The scores for this series are tallied from the three best races for each boat out of five races.

The winners were:

- 1st - Climax - Nathan Reece
- 2nd - Second Lady - Garth Mallett
- 3rd - Valour - Rod Stright

Single Handed Race Series

- 1st - White Trash - Harvey Ainslie

WEDNESDAY NIGHT RACING:

Each of the Wednesday Night Series consisted of seven races and the best five races for each boat were tallied for the series total points. As usual we had some good wind nights and some light or no wind nights. A total of 51 boats participated on Wednesday nights throughout the summer.

The winners are:

Fall Series:

- A Fleet
- 1st - Climax - Nathan Reece
- 2nd - Defiant - Mark Gosine
- 3rd - Vagrant - Grant Gordon

B Fleet

- 1st - J Rouette - Barry Nooyen
- 2nd - Express Extra - Dexter Conrad
- 3rd - Second Lady - Garth Mallett



C Fleet

- 1st - Valour - Rod Stright
- 2nd - Tuesday Morning - Sandy Hogan
- 3rd - Hyperion - Ralph Ainslie

D Fleet

- 1st - Flying Mist - Jerry Lockett
- 2nd - White Trash - Harvey Ainslie
- 3rd - Capela - Brian Bonia

CONVOY CUP

Unfortunately the winds for this years Convoy Cup Race (100 Mi. off shore race) and the Veterans Cup Races (in Halifax Harbor) were very light. So light that many of the B and C Fleet boats in the Convoy Cup did not finish within the time limit set at 1630 Hrs Sunday afternoon. A total of 28 boats participated in the Convoy Cup which was followed by award presentations at DYC by the Lieutenant Governor.

This race is run every second year to honor those who served aboard the many convoys that sailed out of the Bedford Basin during the World Wars as well as all veterans. The race is open to boaters from all clubs.

The results were:

A-1 Fleet:

- 1st - Vagrant - Grant Gordon
- 2nd - Valour - Rod Stright
- 3rd - Noah Genda - Greg MacNeil

B Fleet:

- 1st - Second Lady - Garth Mallett

A-2 Fleet

- 1st - Climax - Nathan Reece
- 2nd - Oclusion - Mark Sutherland
- 3rd - Stampede - M.MacDonald, Dobson Yacht Club

Ocean Race Double Handed

- 1st - Fantasea - Mat Brunt, Chester Yacht Club

Veterans Cup Race:

The veterans Cup Race is run in conjunction with the Convoy Cup with racing in the Bedford Basin and Halifax Harbor. Twenty eight boats participated.

Veterans Cup (spinnaker class)

1st - Apres Ski - Tony Thompson, BBYC

2nd - Morgan D - Dean Baldwin

3rd - Pursuit - Sinc Dewis, BBYC

Veterans Cup (cruiser class)

1st - Synergy - Susan O'Boyle, BBYC

2nd - Flying Mist - Gerry Lockett

3rd - Stargazer - Gary Allan, BBYC

BEAN CROCK RACE:

The Bean Crock Race is a long distance race which starts at DYC and runs down the harbor to somewhere around MacNabs Island and back to DYC. It is open to all Clubs and this year 35 boats participated. It was a great sailing day with winds of 10 to 12 knots most of the race.

The results were:

A Fleet

1st - Jiberish - Eric Koppernaes, BBYC

2nd - Climax - Nathan Reece

3rd - Defiant - Mark Gosine

B Fleet

1st - Apres Ski - Tony Thompson, BBYC

2nd - J Rouette - Barry Nooyen

3rd - Windspirit - George Carson, SYC

C Fleet

1st - Scott Free - Scott Hamilton

2nd - Flying Mist - Jerry Lockett

3rd - Landis - Roland Bourdage

Note: All boats and skippers in this report with no club identification are from DYC.

Fleet Captain Power Chair Fuel Dock/Tender Service

By Anthony Mountenay

Once again another season is behind us and our vessels are ready to tackle another winter; with any luck we'll see more mild weather.

As with the past Fleet Captain, Gordon Fraser, I would like to see and encourage a few overnight rendezvous, whether it's to Crovers Cove or to the Roast, I would encourage both sail vessels and power vessels to participate. Show the boating community what cruising is all about and join the parade. It may be a short overnighter to Wreck Cove or take over the Arm, let's do it.

If anyone has any other suggestions for an event or activity please let me, or Curtis know.

Have a Safe winter.

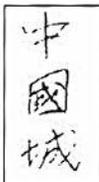


CHINA TOWN

RESTAURANT
LOUNGE & MARINE

Waterfront Dining

Tel: 443-2444



Take Out Available

Hours of Operation:

11 am - 11 pm

7 Days a Week

381 Bedford Highway
Halifax • NS

*"Call about our Sail Through Window now available"
Visit our web page to see our menus
and special promotions!*

www.ChinaTownRestaurant.ca

China Town Restaurant One of Halifax's best kept secrets.

It has been a proud member of Metro's dining experience for over 30 years.

The restaurant's longevity is a result of consistent food quality, friendly service and an unobstructive view of the Bedford Basin with our own marina.

We offer indoor/outdoor dining as well as takeout.

*Come visit Halifax's
other waterfront,
China Town Restaurant
and Marina.*

11am to 11pm 7 days a week

Oh, What a Night!

By Mary Keddy



(1) Everyone loves a good party! (2) The Wienerschnitzels (or, very loosely translated! – the “Viennese Pork Cutlets”) (3) Thank you and all the best to outgoing Commodore David Langlois (4) And then we ate cake...! (5 & 6) The party crasher.

A full house turned up for the Commodore’s Oktoberfest on October 27th, and it was quite a little party!

Costumes (Bavarian hats and full beer steins!), sausage and sauerkraut and the “Wienerschnitzels” all made a perfect combo for an evening of merriment and song! NYC members and their guests mingled with friends, acquaintances, and members of the outgoing and incoming NYC Management Committees, and the band led us through many “prosits zur gemitlichkeit” well into the night!

In addition to being billed as the biggest TGIF of the season, this event took the place of the ‘Commodore’s Reception’ which is typically held this time of year and usually a semi-formal affair. This year, David L. said he’d like a fun event, and it was left to John Finney to plan with his Social Committee. Well there wasn’t a dull moment, especially when the Party Crasher showed up and went on like he was an old chum of David’s from way back (but David hung tough – not even a glimpse of recognition of this fellow in David’s eyes!). The whole thing fooled a lot of folks for at least a few minutes, including one certain bartender!

A Party Crasher drops in, and even the bartender was convinced for at least a moment that he’d have to take action!

Overall, the evening was informal, with only a couple of speeches made. Then the incoming Commodore Jim Thomas presented a beautiful Pusser’s Rum decanter (which was full!) with a wooden base and inscribed brass plaque to the outgoing Commodore David Langlois.

This event also marked the last one organized by John Finney and the NYC Social Committee that has been in operation for the past two years. On behalf of the NYC membership our heartfelt thanks, John, for your leadership in showing us how important the social element is to NYC!



Looks Like Chicken Pox - AKA Blisters

You have just finished hauling your boat for the winter. You have blocked her, pressure washed the hull, cleaned the topsides, and are about to button her up for the long winter's nap. One last stroll around her, gazing at the long lines, the sleek hull...sleek! eek! MY BOAT HAS THE CHICKEN POX! Don't worry, it's not really Chicken Pox, it's blisters, and, as in most early childhood diseases, it is not terminal. But it does take some understanding of what causes blisters and what to do when your pride and joy shows up with them.

Water being absorbed through the gelcoat and fiberglass laminates in the hull causes blisters. Once thought impervious to water, it has been discovered that constant contact with water can cause it to be absorbed through the gelcoat from the outside and through the exposed laminate on the inside of the vessel (from standing bilge water). The water absorbed causes changes in the physical makeup of the hull and reacts with the resins, which build up residues and finally raise blisters by increased pressure on voids between the laminate and the gelcoat. This is what you see on the hull. This phenomena usually starts occurring, although it may occur earlier, from the fifth to tenth year after the manufacture of the boat. It occurs when boats are left in the water for long periods of time and happens more frequently in fresh water.

Once blisters start to show up, it is not necessarily time to panic. If you have a good antifouling paint on the hull and you only see a few blisters but no cracks in the gelcoat, you need not be too concerned at this point. However, if the number and size of the blisters increases and you start to find cracks in the gelcoat itself, it is time to jump into action to repair the problem.

The first step is to remove the antifouling paint and get to the blister problem first hand. The next step is to open up the blisters to allow them to "bleed" the excess water. You may find areas where you can't actually see the blister but you do see water "weeping" from the gelcoat. Take a pocket knife to start the opening of each of the blisters and weeping areas and then grind down to solid laminate. Once you have opened these voids you

will be rewarded with a very distinctive aroma which is generated from the foul residues. (Remember, water may also penetrate from the inside so make sure the bilges are dry.) Once all the blisters have been ground to solid laminate and the entire void exposed, allow the hull to dry for as long as possible. This may require a month or two or more. Older boats or boats in cold, damp conditions will take longer than newer boats or boats in hot, dry conditions.

A good technique to test the hull for dryness is to tape a clear plastic sheet, about one foot by one foot, over the clean hull surface. Make sure all the edges are sealed with tape and adhere to the hull. After 24 hours, check to see if there is any condensation under the plastic. If not, you're ready to continue. If you find condensation you need more drying time. You can make a plastic skirt around the hull from the water line to the ground and place fans or, with great care, heaters to speed the drying process.

There are many products available to make the repairs to the blisters. If you plan on doing the job yourself, talk to others in your boatyard or marina who have had success and ask them to recommend products. It is important to follow the product directions carefully. Once you have your blisters exposed and dry, fill the voids and ground areas with the epoxy or fairing compound that you have selected. Once dry, board sand the bottom to fair in the repair and repaint with your antifouling paint. (Fair is a term used in ship building by which is meant the restoring to original shape any part of the ship's structure not damaged seriously enough to necessitate actual removal from the ship for repair. In this case it means that you want to use a large enough sanding area so the repairs blend in and are not noticeable.)

How can you prevent blisters? Well...the key is to keep the hull as waterproof as possible. Some boaters recommend the use one of the good epoxy coatings to coat the entire hull. This can be time-consuming and moderately expensive however, it seems to cut down on the dreaded "chicken pox."

If you want to undertake this endeavor, make sure the entire hull is clean and free of antifouling paint, any other foreign materials and moisture. Sand the gelcoat enough to make sure all the shine is gone. The color should be consistent and bright. Again, using your favorite epoxy which is intended for boat bottoms, build up a generous coat. Remember, the epoxy is what gives the protection. Try to get a minimum of 15 mils of thickness. This is about five times the thickness of a coat of paint and about the thickness of typical gelcoat. Once you have completed this operation and sanded to fair the hull, reapply your favorite antifouling paint.

Blistering is the most common reason that potential boat buyers back off or make substantially low offers. Repairing blisters once they have occurred, or taking steps to prevent them, can improve the resale value of your boat.



FOR SALE:
34' Marine Trader Trawler
Christina II (at Marina E2-8)
(See ad on NYC Web Site)

Contact Information

Dartmouth Yacht Club
697 Windmill Road
Dartmouth, NS
B3B 1B7
Tel: 902-468-6050
Fax: 902-468-0385
dyc@dyc.ns.ca
www.dyc.ns.ca

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.

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

SUBMISSIONS

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

IMAGE & AD SPECIFICATIONS

Supply via email. PC or
Mac compatible JPEG,
Tiff, EPS or pdf files
**Image resolutions
should be at least
200 dpi. sent attached
to your email not in a
word document.**

NEXT DEADLINE

Deadline for next Issue
submissions and
booking ad space is
Feb 23/07.

DESIGN & PRODUCTION

Jennifer Stone



DON'T BE BEACHED BY LIFE'S HAZARDS

Michael Owen
Owen & Morrison
Trial Lawyers

604-45 Alderney Dr
Queen Square
Dartmouth, NS B2Y 2N6

Office: 463-8100
Fax: 465-2581
Residence: 463-3715
Cell: 499-0433

