

The Signal

June 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

Convoy Cup weekend in Skudeneshavn

Submitted by Steinar Engeset, Chairman Convoy Cup Foundation

On July 1, 2006 a Convoy Cup Regatta and Sail Past took place in Skudeneshavn, Norway. These Convoy Cup activities were done at the "Skudefestivalen" and I was in attendance to show support from the Convoy Cup Foundation in Halifax. The chairman of the Convoy Cup Norway, Major Tony Isaksen along with Erling Eikli and Assistant Director General Even Enge were also in attendance. There was great support from the Norwegian Coast Guard and Solstad Shipping was the main sponsor of the festival.

It is great to have these opportunities to "honour" the war veterans who sailed in the convoys during the war. The festival had approximately 40,000 people in attendance over the weekend, including visitors from Scotland. One Scotland visitor, Kim Adams, will be coming to participate in the Convoy Cup events in Halifax September 15th - 17th along with a Norwegian delegation of 15 people.



Manager's Report *By Curtis Bullock*

What happened? There we were launching boats and bang, it's almost fall again. Despite the weather I hope people got out and enjoyed their boats as much as possible. But don't despair yet, there is still good boating weather to come.

The 2006 season has been fairly quiet. The events so far held at the club have been very successful and there are still a couple to come. The Convoy Cup weekend is on Sept 16-17 and there is the Beancrock Regatta scheduled for Sept 30. There will be the Commodores Reception in early October also. If you have been around the clubhouse you will notice that the deck has been extended. This is much needed space for our Clubhouse. Another improvement is the availability of wireless internet at the marina. We have been working on this for a while now, due to some technical delays this service could not come on line until now. The system has been

tested and it provides coverage to 99.9% of the marina. I wish to thank Steve Kelly from The Fax Printer Guy, for his donation of equipment and technical support with this. Please check with DYC staff for the access code for this service.

As the season winds down for fall, please remember to book your haul out well in advance. We expect the yard to be full due to the increased number of vessels and the ever growing size of boats. Hauls out can be booked at the office and can be scheduled Monday to Saturdays. (Even Gene and Todd need a day off).

As always, any comments, concerns, or even compliments are welcome. It is with your input that helps make DYC a better club.

"It's not falling into the water that drowns a man, it's staying there"

Notes from the Office

Once again it is time to think about the fall haul-out. Eighty percent of the Membership have been through this routine, but for the 20% that this will be your first experience, the following is for your information and guidance:

- a. Book your haul out through the office 468-6050
- b. If it is for a keel boat, check the tide table in the membership book to confirm that the time requested has enough water
- c. Ensure that your insurance is current
- d. Ensure that your account is current
- e. Ensure that your cradle is in good condition, consult with yard staff if in doubt
- f. Yard staff are responsible for the placement of your boat in the yard
- g. Book early

Fall Invoices – the 2007 Senior, Crew, Outport and Life membership dues will be mailed out within the first week of November. These invoices are due within 30 days of the date of the invoice. Consequences of late payment result in the \$50 late pay charge, taken off

the marina or marine wait list and interest at a rate of 2% becomes applicable. For your information there are some 30 plus members waiting for your marina!

This invoice will also include the CYA dues of \$20.00 and the fuel rebate based on 10 cents a litre times litres purchased.

Fall General Elections - Management is elected at the fall General Meeting and take office on 1 November. Anyone interested in volunteering to run as a member of the Management Team should advise a member of the Trustee Committee/ Nomination Committee. Contact the office for contact details.

Membership Book - it is anticipated that the 2007 Directory will be published as soon after December as possible. Please ensure that the information now on file is correct, especially your phone number(s) and e-mail address. If you intend to place an ad in this publication, please e-mail the ad to DYC in pc compatible format ie jpeg to dyc@dyc.ns.ca by 31 December.

Junior Sailing Update – Some 22 students enrolled in the July and August courses. The weather was very favourable with only a couple of

days when it was impossible to be on the water. This is a very popular summer event for your youth. If you have children between 8 and 15 that plan to attend next summer, please get your applications in early and the courses soon fill up

The club would like to acknowledge at this time the donation that **CHARM DIAMOND CENTRES** continues to make with the Cardinal wrist watches awarded to the Top Sailors in July and August. This continued support is appreciated.

Heineken Cup Race

Anyone interested in chartering a boat to participate in the 2007 Heineken Cup in St Martin?

Call Burt Langille
902-830-5651 for more details.

DYC Well Represented at Chester Race Week

by Peter White



While the 2006 version of Chester Race Week is now just a fading

memory, the DYC was well represented at this great event. The DYC was represented well by the following boats and their crews:

Scott Free
Vagrant
Climax
The Fifth Estate
Express Extra
Sweet Serenity

The racing was great with 4 days of wind and sunshine and with special thanks to our hosts the Chester

Yacht Club the parties were just as good. The racing was tough and competitive in all classes. The DYC fleet held its own with Scott Free finishing 10th in the 27 boat Cruiser Class, and a Fourth from Vagrant in the "Pink Class" and a First Place Finish in "Pink" from "Climax".

Special thanks from the racers to Wayne and Mary from the Miquelon for their hospitality, the mussel feed was a high light of the week and those big anchors to hold us all secure.

Marina Maintenance Report

By Jim Thomas, Vice Commodore, Marina Maintenance Chairperson

There have been no major issues with the marina system so far this boating season .

The DYC staff have applied non-slip coatings to the cover plates on the trunk connections.

Divers were brought in to inspect the anchor chains and to remove obstructions on the bottom near "F" and "D" dock. It was determined that there are some obstructions that are either too large to move or actual bottom contours of bedrock.

A marking system is being investigated for these shallow areas.

Repairs to pilings at the service dock are scheduled for this winter.

Additional power outlets were added on E1 dock at the request of specific members needing this additional power. The cost of installing the additional outlets will be the responsibility of the members requesting this service.

Noise on the Marina:

This year we seem to have a lot more members spending nights on

their boats at the Marina. DYC staff and your management committee want you to enjoy your time on the Marina and only ask that you follow the Marina rules and respect your neighboring members by keeping noise to a minimum especially in the late evening hours.

A reminder to all members DYC does have a no noise rule after 11:00PM.

DYC staff have received a number of complaints again this season about noisy halyards on windy days. Just a reminder to all sailboat members please ensure your halyards are not slapping against your masts. DYC staff have been advised to issue warning letters to boat owners with noisy gear.

Other outstanding marina related items:

Various options for a breakwater system to protect "F" dock are still being investigated and this issue will be addressed at the upcoming AGM



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 Hours of Operation

Sept 4 9am to 5 pm
Monday to Sunday until Oct 1

Oct 1 9am to 5 pm
Monday to Friday only

TO CALL FOR SERVICE
469-6050 OFFICE
468-9273 YARD/BAR
VHF CH 68

Winter Bar Hours Starting October 9

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

Social Committee *by Mary Keddy*



The rain didn't dampen spirits of anyone who took part in the Opening Day activities at the DYC on June 3/06, and we have the pictures to prove it!



The day began with a Pancake Breakfast (1), and later that morning a DYC Flea Market was held. (2)



In the afternoon Padre Donald Lawton performed the Blessing of the Fleet (3), which was followed with a Toast and cake!



On July 4/06 the DYC welcomed Convoy Cup delegates from Norway by holding a special Veterans' Reception, which was well attended and enjoyed by all. (4 & 5)



DYC was represented again this year in Chester during Race Week, with Climax (Nathan Reece and crew) and Vagrant (Grant Gordon and crew) receiving awards! Express Extra (Dexter Conrad and crew), Scott Free (Scott Hamilton and crew), and the Fifth Estate (Peter White and crew) from DYC also participated.

After the final day of racing a Mussel boil was held aboard the Miquelon – thanks to John and Jean Finney and Glen Davidson for bringing the Mussels and the Pot in from Halifax, and Carol Tracey for doing the rest of the shopping, as well as to those who attended for making this a good time for all! (6 - 8)

Tactics Regatta, and a Sail Past. This year practice your ship salute and give some serious thought to how you'll dress for the occasion because there will be 1st, 2nd, and 3rd prizes awarded for: Most Elegant Ship Salute; and Best Crew Period Costume (1939-1945). For each category: 1st prize - Ship Barometer and Clock; 2nd prize - Convoy Cup Vest; 3rd prize - Helly Hansen Life Jacket.



The next DYC event is the Convoy Cup Weekend September 15 – 17/06. Events include an Ocean Race, Harbour Race, Jr. Sail Convoy

On Friday evening, a hot meal will be available from 6 – 7 PM at the DYC for \$3/serving during Registration for the Ocean Race and Sail Past.

A Veterans' Reception will be held at the DYC Clubhouse following the Sail Past on Sunday, and light

refreshments will be served. The Awards Ceremonies for the Sail Past and Ocean Race will follow.

For more information visit the DYC web site at www.dyc.ns.ca, click on 'Events', and then click on 'The Convoy Cup Foundation'.

Greetings from sv Nancy Dawson in Grenada



It was just about a year ago that we moved onto our 42' Cheoy Lee Clipper, Nancy Dawson, and spent a month living at the dock at NYC. Last fall was a bit of a blur: unbelievable confusion at the house before we left, and unbelievable confusion on the boat. I got used to waving at Gene and the boys on the way to the shower every morning. I got used to people asking us every day when we were heading out. I remember standing at the fuel dock that last morning, dense fog all around, exhausted and not really believing that we were ready to go (we weren't), and Gene saying, "For god's sake woman, smile!"

That was 4,500 nautical miles and many months ago. The trip south was exciting, sometimes way too exciting, and we have a short "never again" list: never be in a squall with 50 mph winds in the dark off a lee shore with a nuclear plant the only landmark, never trust a Nova Scotia forecast that says "wind and seas diminishing," never lose the steering in 25 knots of wind in a 8-10 foot breaking sea when the mate is sick, and never ever forget the bug spray. We have a much longer list of terrific anchorages, snorkelling and fishing spots, islands we want to revisit, and many new friends.

It's been a year of new experiences. Randy raced Nancy Dawson for the first time in the Carriacou Regatta in August. He teamed up with tactician David Hartman, on Amanzi out of Toronto, and raced to a third place finish in a group of 18 boats in the Round the Island Race. It's kind of bizarre to race a cruising boat knowing that you've got 5,000 pounds or so of extra junk with you -- water, fuel, books, food, tools, anchors, chain, beer. It's like racing the boat and the kitchen and the garage.

We've decided to spend the rest of the hurricane season here in Grenada. Even during this season of potentially unsettled weather, as long as there isn't a hurricane on the horizon, the weather is pretty consistent. Every day, 30 degrees, every night, 26-27 degrees. Constant trade winds out of the east. The occasional squall to cool things down and give an extra rinse to the laundry you just hung on the lifelines.

After the hurricane season, we plan to head back up the islands and visit those we only glimpsed on the way south. Places like Bequia with its great sailing and whaling tradition, the sulphur springs and lakes in the volcanoes



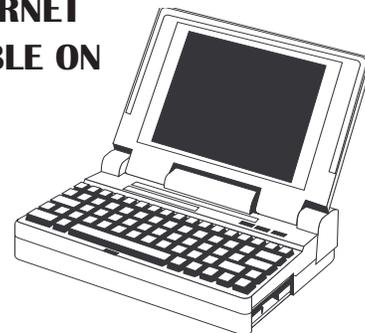
of St. Lucia and Dominica, and of course the French islands of Guadeloupe and Martinique with their fabulous food and very cheap, very good French wine. Antigua is also on the list for the Classic Yacht Regatta. Who knows, maybe we'll race the old girl again.

So Gene, no problem man, we're smiling now.



For more photos and news about Nancy Dawson in the Caribbean, go to <http://captainrandy.blogspot.com>

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Bras D'Or Lakes trip by Ron Sabadash s/v "ECLIPSE"



On July 15th, 6 boats from DYC (Eclipse, Zimaz, Snowbird, Xcelsior, Wish'n and Cirrus) along with the crews, 2 dogs and a cat, departed for the Bras D'or Lakes on a three week trek that would see inland routes to avoid bad weather, wonderful swimming and snorkling, and fantastic sites covering the entire lakes.

The trip started in heavy fog as the "convoy" made it's way through Eastern Passage. Resting the night in Shelter Cove was an experience not to be forgotten in this aptly named haven. Day 2 took us again in thick fog to Liscombe Lodge where we were greeted with a big wave from "Chester". A welcome evening of drinks and a dip in the pool & hot tub was a welcome relief. As we departed Liscombe on Day 3 the wind began to howl from the SW and the seas were building for the trip across Tor Bay. Ron, on *ECLIPSE* was delighted as the GPS reached and sustained the magic 10 knots for nearly an hour on a broad reach. We all arrived unscathed in Port Howe and as Ian on *ZIMAZ* put it "This is heaven" after the conditions we had just endured. That led the way to another inland route to Canso and across Chedabucto Bay to begin 2 weeks of flawless cruising.

Some of the highlights were the bald eagles, jumping dolphins, impromptu beach parties, comraderie, evening BBQ's, standing anchor watches all night as tropical storm Burle passed directly overhead and wonderful sunset anchorages.

That haunting call of "LARRRRYYYYYY" in secluded anchorages will never be forgotten.

551 nautical miles later it was over and we all arrived safely home as *ECLIPSE* led the way through the winding channels of the inshore islands of the Eastern Shore.

A great time was had by all.

Next year it's "West is Best" as we head to Shelburne.



Lochiel bound for St Pierre on July 9, 2006

by Cameron Chisholm "Lochiel"

Here are a few thoughts and comments with respect to the race to Saint Pierre that started Sunday, July 9th down on the Halifax waterfront. After participating in the first Route Halifax St Pierre Race in 2002, the crew and skipper of 'Lochiel' were anxious to tackle the cold winds and water in the Cabot Strait for a second time.

The race was probably one of the more exciting and challenging ones encountered by the crew of 'Lochiel'. I recently received a "new to me" main that was being raised the 3rd time for this race. When the crew raised the sail, I saw them looking at it. Someone asked me whose main was it, because it did not have my sail numbers on. Sure enough, a local sail maker had mistakenly changed a "3" for a "5", and we had not noticed it during the previous 2 weeks of Wednesday night sailing. I started wondering if I could be protested with different sail numbers, etc, nobody was looking out for other boats (5 of them looking up at the mast), and we just about ran into the side of Defiant! Talk about a rattled skipper and a potentially bad start to a 360 mi race.

The start out the fairway buoy HB (Halifax Bravo) was quite slow, in fog, and several participants had to deal with a large container ship coming in from Majors Beach. There were a lot of radio communications to the Race Committee about starting their engines, but I don't know if anyone had to motor away from the container ship. We were fortunate to be near the Halterm Container Pier and not concerned with this larger vessel.

Once we left HB to port, the race was mostly a "dead down wind" leg to Saint Pierre. I believe the boats who were able to consistently sail on the rhumb line were successful in the 2 classes. We ran with the full main and a # 3 jib for a while, before changing to the spinnaker. It was quite a ride until Tuesday night.

The weather reports and sea conditions were accurate to the reports issued at the Skippers' meeting at the RNSYS. The direction of the wave swells varied from behind to the starboard quarter. One of the crew members were stationed near the stern, and constantly advised the helmsman on the swell direction - stern or starboard quarter. It enabled the helmsman to change course slightly to compensate for the weather helm.

According to the GPS on board, Lochiel exceeded the design hull speed of the boat from the race start until Tuesday evening at 8:30 PM when we fell into a wind hole 1 mile off the coast of Miquelon. We had sailed over the Saint Pierre fishing bank, saw a few fishing boats, but no sailboats, and wrapped our spinnaker around the forestay during a gybe set. The wind was dying at the time.

By the time we recovered, we were in the 'doldrums' off the Isle Miquelon.

From 8:30 PM Tuesday evening to 3:00 AM Wednesday morning, we counted 8 - 9 lights from sailboats that inched along the coast of Saint Pierre heading for the gap and the finish line. It certainly was one of my most frustrating moments in my racing career. We were abeam of the lighthouse on the end of the island several times before the tide would push us back by about 100 meters, before the winds would climb back up to 2 -3 knots and we would slowly go back up to the lighthouse on our port beam. The crew had enough and sent the skipper down for a much needed nap, and promised to wake me

when there was a wind change. When the winds picked up, we were ready and crossed the finish line around 4:30 AM on Wednesday.

The various receptions and hospitality of the people in Saint Pierre were superb in all aspects. Each boat had a 'host family' that helped with drives, and pick-ups at the airport, taxi service, etc. They were very helpful and available for our complete stay in Saint Pierre.

I certainly plan to race again to Saint Pierre in 2008 and would recommend it to all racers at the club.

The cruise along the south coast of Newfoundland, run across the Cabot Strait ahead of the tropical storm coming up the eastern sea board of the United States, and time on the Bras D'or Lakes were 'icing on the cake' as part of our experiences on the 2006 Route Halifax Saint Pierre Race.

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Legal Issues & Sailing

By G. Michael Owen, Barrister & Solicitor

The circumstances related are entirely fictional. In addition, any comment or content herein are not to be relied upon for legal advice nor is same legal advice.

SECOND SCENARIO

Mr. Curve, part owner and skipper of the sailing vessel VALCROW, is a keen racer but finds it difficult to find full time crew, from time to time there are novice sailors on board or persons not familiar with the boat. Mr. Curve decides to enter a local overnight race from Hfx. Harbour to Cross Island buoy and back to finish off of Maugher's Beach Lighthouse.

The race instructions do not specify what is required for safety equipment nor is same incorporated into the Race Instructions & Notice of Race by reference to any other organization or governing body.

Typical weather prevails, S/W 20kts, foggy, and sea running.

Mr. Curve has basic CDN Coast Guard safety equipment required for a boat of its size.

All of Mr. Curve's regular crew did have their own PFD's, safety harness, wet gear, etc. There is a novice on board who does not have a PFD or his own safety harness. Mr. Curve has an extra harness that he lends to the novice, the harness has one safety line attachment, not two as required by governing bodies.

Race starts, wind pipes up about four hours later to 25-30 kts. Novice and two other crew are on deck, the boat is overpowered. Mr. Novice and another go forward to change headsails and reef. Mr. Novice does have a PFD on plus the harness (which only has one tether). In between unsnapping and snapping onto another "jack line" the boat lurches and Mr. Novice is catapulted over the side. Immediate man-overboard procedure starts, and man-overboard pole let go- but the light does not illuminate. It is very foggy.

Unknown to Mr. Curve another boat is proceeding close by, owned by

Mr. Pieces and the "climax" of his race is seeing Mr. Novice floating by, he comes about, goes down wind and proceeds to recover Mr. Novice- it turns out Mr. Novice broke an arm when catapulted overboard.

Both boats called Coast Guard and dropped out of the race.

Mr. Novice is a professional musician and due to his injury cannot work for months. It turns out Mr. Novice has an insurance adjuster as a brother and directs him to a lawyer familiar with sailing and racing and who specializes in litigation.

Mr. Novice sues the sponsoring yacht club of the race and Mr. Curve.

It turns out Mr. Novice can no longer pursue his career as a musician and cannot attend his opening concert in New York. Mr. Novice had signed an agreement with an agency in New York and as a result of early demand, the agency advanced \$200,000.00 (U.S.) to Mr. Novice. The New York agency has insurance to cover such contingencies. The insurers reimburse the agency for the \$200k paid to Mr. Novice and proceed to sue the sponsoring yacht club and Mr. Curve for recovery of its loss. Luckily for Mr. Curve the New York agency commences action in Nova Scotia.

It further turns out Mr. Curve's boat is registered in he and his wife's name so not only is Mr. Curve sued, Mrs. Curve is also sued. Mr. Curve's insurers advise him that his policy limit is \$1,000,000.00. Mr. Curve is advised by his insurers that he and his wife must obtain retain their own counsel as the claim could exceed policy limits so as their interests as well as the insurer's interests are protected.

DISCUSSION

The very basics of the claims are:

1. Was the sponsoring yacht club negligent in not specifying directly or by reference the safety equipment required for such a race and, was it negligent not to require each owner/ skipper to

sign a declaration that there was compliance by the owner/ skipper, and therefore, the sponsoring yacht club was further negligent in not taking reasonable steps to confirm compliance?

2. Was Mr. Curve negligent in providing Mr. Novice with a harness which did not comply with the latest off-shore requirements? Was Mr. Curve negligent in allowing Mr. Novice to go forward? Was Mr. Curve further negligent that " his man overboard pole light" did not function? Was Mr. Curve negligent in not briefing his crew and Mr. Novice about safety and procedures.(There was also an allegation of consumption of alcohol by the crew in general and Mr. Curve in particular).
3. Mrs. Curve was sued due to the fact she was the owner.
4. By way of a counter-claim it was asserted Mr. Novice had assumed the risk, therefore there was no negligence.
5. Mr. Novice asserted he could no longer pursue his career and will lose a considerable amount in lost earnings and opportunity.
6. Mr. Novice was also sued by his agency and insurers as his contract stated he was not to participate in perilous activities, Mr. Novice cross-claimed against the yacht club and Mr. And Mrs. Curve.

I will not discuss the merits of the various legal issues but, such a scenario could very well occur.

SPONSORING CLUBS

It may well be found that a race sponsor could be negligent in not specifying safety equipment and not taking steps to insure compliance by participants.

BOAT OWNERS/ SKIPPERS

There is a responsibility of the owners and operators of a vessel to take reasonable steps to insure the

safety and well being of the crew. If found negligent and injuries are significant the payouts could be substantial and exceed policy limits.

COMMENTS

Clubs and owners/ skippers should review their respective policies to insure racing is covered and discuss personal injury and medical limits with their respective agent.

Sponsoring authorities may require participants to sign declarations of compliance with safety requirements.

In the U.S. it is common for sponsoring clubs and owners/ skippers to have all crew/ guests sign waivers with respect to claims, etc. in advance.

In fact some owners I know in the U.S. have guests on their vessels sign waivers regularly.

THINK ABOUT IT

"I don't know who named them swells. There's nothing swell about them. They should have named them awfuls."

Hugo Vihlen



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Club History

by Don Backman

Did you know that?

Surface water from the industrial park drained in an open ditch on club property to a 12" pipe and went under our present clubhouse. Eventually it plugged upped and drained all over our yard and the city refused to do anything about it. So, in 1987, Imperial Oil Refinery donated enough 24" pipe to run from Windmill Rd to waters edge and dogged legged around the clubhouse. This was installed by club members. Leo Casavechia donated the equipment, John Sanford supervised, and Ted Haight welded the pipe together. Many others had bit parts to play. A good job well done.



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DYC Racing News *by Garth Mallett*

It has been a great racing season, and the best is yet to come, except for those who did the St. Pierre Race.

MONDAY NIGHT RACING

Last fall several interested racers set about to plan improvements to the racing program. The first step was an expansion of the Race Committee to 13 members, each with assigned responsibilities. They and in particular Rod Stright, developed plans to add Monday night, white sail only racing. This is non competitive racing to enable new sailors to get into racing. It has been a big success with a total of 28 boats participating. {not all new sailors}

The Monday night racing also includes a series of single and double handed races and most importantly a ladies skipper fleet organized by Kristin Grey Smith. It is not too late yet for more interested sailors to come out and do some fun racing on Monday nights.

The Race Committee ranks the finishing and corrected handicap times for each race and these can be viewed on the DYC web site.

WEDNESDAY NIGHT RACING

The Wednesday night racing is its usual success. The Spring and Summer Series are complete and the seven race Fall Series started August 23/06. There are four Fleets, A & B are spinnaker boats and Fleets C & D are cruiser class i.e. white sails only.

The winners are:

SPRING SERIES:

A Fleet

- 1st – Defiant – Mark Gosine
- 2nd – Climax – Nathan Reese
- 3rd – Valour – Rod Stright

B Fleet

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

C Fleet

- 1st – Scott Free – Scott Hamilton
- 2nd – Hyperion – Ralph Ainslie
- 3rd – Eclipse – Ron Sabadash

D Fleet

- 1st – White Trash – Harvey Ainslie
- 2nd – Janise – Kevin Ripley
- 3rd – Flying Mist – Jerry Lockett

SUMMER SERIES

A Fleet

- 1st – Climax – Nathan Reese
- 2nd – Defiant – Mark Gosine
- 3rd – Ride N it Out – Chris Ridout

B Fleet

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

C Fleet

- 1st – Tuesday Morning – Sandy Hogan
- 2nd – Sweet Serenity – Burt Langille
- 3rd – Hyperion – Ralph Ainslie

D Fleet

- 1st – Flying Mist – Jerry Lockett
- 2nd – Kaila – Donna Gouthro
- 3rd – Capella – Brian Bonia

Everyone can not be winners but we hope that the crews of all 43 boats that participate are having fun. If the Race Committee could just control the wind on race nights we wouldn't have anything to complain about. Brian Picton and Glen Davidson are doing a great job on the race committee boat, running skippers meetings and keeping track of the results for both Monday and Wednesday racing.

DYC OPENING REGATTA

The Opening Regatta was a great success with 36 boats participating in the two day event. The racing, officiating and entertainment were just great and thanks to our sponsors the prizes and other expenses were all looked after.

THE OPENING REGATTA RACE RESULTS ARE:

Premier Fleet

- 1st – Trouble
- 2nd – Valour – DYC – Rod Stright
- 3rd – Starfire:

A Fleet

- 1st – Poosticks
- 2nd – Highlander

3rd – Climax – DYC Nathan Reese

B Fleet

- 1st – Belniero
- 2nd – Luna Sea
- 3rd – J. Rouette – DYC – Barry Nooyen

C Fleet

- 1st – Capella – DYC – Brian Bonia
- 2nd – Scott Free – DYC – Scott Hamilton
- 3rd – Janise – DYC Kevin Ripley

HALIFAX TO ST. PIERRE RACE

This 353-mile race had fleets starting on July 8 and July 9/06. DYC had three entries. They all raced in the same class and finished as follows:

1st – Defiant – Mark Gosine
– C&C 33

4th – Vagrant – Grant Gordon
– Morgan 36

5th – Lochiel – Cam Chisholm
– C&C 35

The winds were in the 20 and higher knot range throughout the race except for the last 15 miles or so. They claim the hospitality in St. Pierre was extraordinary, with fantastic food and French wines awaiting the finishers. Each boat was assigned a host to take care of the crew for the duration of their stay. Congratulations on a fine showing guys.

CHESTER RACE WEEK

Seven DYC boats participated in Chester during the Aug. 16 to Aug. 19 Race Week. They had great weather and racing and all did well. Our specific congratulations go to Climax and skipper Nathan Reese and crew who finished first in their class.

DYC boats were: Vagrant, Sweet Serenity, Scott Free, Express Extra, Ride N'it Out, The Fifth Estate and Climax

UPCOMING EVENTS

- Continuing Monday Night Racing until Oct. 2'06
- Continuing Wednesday Night Racing until Oct. 4/06

- Double Handed Race Series;

- #1 – Aug. 28 @ 18:30
- #2 – Sept.11 @ 18:15
- #3 – Sept.18 @ 18:15
- #4 – Sept.24 @ 13:00
- #5 – Oct. 01 @ 13:00

- Single Handed Race Series;

- #1 – Sept.25 @ 18:05
- #2 – Oct. 02 @ 18:05
- #3 – Oct. 08 @ 13:00
- #4 – Oct. 11 @ 18:00
- #5 – Oct. 15 @ 13:00

- Ladies Race Series, Monday nights
Aug 28 to Oct.2

- Labor Day Regatta BBYC
Sept 1-3-4

- Harbour Island Classic AYC
Sept. 9-10

- Convoy Cup [100 Mi.] DYC
Sept.16-17

- Convoy Cup Parade DYC
Sept. 17

- Bean Crock Race – Sept. 30

- Turkey Bowl Race RNSYS – Oct. 7

- Danginn Race BBYC – Oct. 14

- Die Hard Race AYC – Oct.21

A Little Note *(maybe not so little)* About Your Signal Photos

Ever wonder why some photos in The Signal look better than others, perhaps larger or clearer.

A lot of this has to do with the resolution. Resolution adds to the quality of an image. Photos that will be printed require a higher resolution than those being stored on CD or just shared by email.

Another reason may be what you do to them and how you submit them to us.

Here is a list of Do's and Don'ts to keep in mind when you are submitting photos to be printed in The Signal.

DO:

- Set you camera to take a higher resolution photo.
- If you are using a scanner, set the resolution to between 250 and 300 dpi.
- Send your images as a JPEG attachment to your email message.

DON'T:

- Place your images in a Microsoft Word document.
- Scale your images (make them larger or smaller) All images are checked to for resolution and size before we use them. The better quality images are those that will be used larger in the newsletter.
- Try to change the resolution of your images in a photo editing program.
- Add text to your images. Send a note along with them so we can add a caption that would be clear and easier to read.



**FOR SALE:
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Nautical Trivia:

Rope vs. Line:

What's the difference was between a "rope" and a "line." Well, rope is the stuff that comes from the manufacturer neatly rolled up on a large spool.

However, as soon as that rope is cut to a specific length and given a specific purpose (such as securing a boat to the dock or for anchoring, etc.) it is then called a line (dock line, anchor line, tow line, etc.).

Boaters, however, being what they are, have slipped in a couple of exceptions. The line hanging down from the clapper on the ship's bell is referred to as "the bell rope". If you tie a line to the bail of a bucket to pull some water up from the sea, it is called a "bucket rope". Other ropes on a boat that have a specific purpose are to be called lines.

Port & Starboard:

Where did the words "port" and "starboard" come from? I was told that many hundreds of years ago, ships did not have rudders like the ones we see on boats today. Instead, they used a very long oar or sweep that extended well beyond the stern of the boat. This clumsy device was located on the right side of the ship and was called the "steerboard". But, because sailors seem to have a natural tendency to mispronounce things (i.e. bowline is pronounced as "bowlin" and gunwale is pronounced "gunnel", etc.) steer-board soon became the starboard side of the ship.

Because you never wanted to dock on the steerboard side of the ship for fear of damaging the steering device, the ship was always tied up to the pier/dock on the opposite or left side. Thus, cargo and provisions were loaded from that side. So, the left side was called the loading side which turned into the "larboard" side. Moving forward in history, it took several hundred years for sailors to figure out that starboard and larboard sounded an awful lot alike when orders were given while the wind was howling about, so, larboard was changed to "port".

"Seeing things through to the bitter end":

Have you ever heard or used that expression? The "bitter end" of a line is the inboard end of any line on a boat. In other words, if you let out all of your anchor line, you have come to the "bitter end" of the anchor line. By the way, the "bitter end" of your anchor line better be securely attached to the boat before you let go of it. Right?

"Three Square Meals A Day":

In the days of wooden ships and iron men, the crew ate their meals on long, narrow tables which had wooden railings around the edges, called "fiddles". These railings formed a rectangular pattern on the table top and kept things from falling off the table. Sailors were served their meals on square wooden plates that just fit into these rectangular, table top spaces which, by design, kept the plates in place, even if the ship was pitching and rolling. Therefore, since the sailors were served their chow on a square plate and ate three times day, they got "Three square meals a day."

"Between the Devil and the Deep Blue Sea":

The most difficult seam to caulk on a wooden ship was the seam between the hull and the deck. Caulking this seam was such miserable, hard work, the sailors named it the "Devil Seam". Whenever a man was lowered over the side to work on this particular seam, he was literally "Between the Devil and the Deep Blue Sea."

"Head"

Why is the toilet on a boat called the "head"? On old ships the "out house" was placed at the bow of the ship. These necessary rooms were placed in that forward area where the ship slanted inward to form the bow. Therefore, when nature called and you needed to use one of these facilities, you went forward to the bow or the "head" of the vessel. Thus, the outhouse/toilet came to be called the "head".

RUB a DUB DUB ... 3 men in a tub!!!





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