



THE LOG

A Publication of the Fredericton Yacht Club
Spring 2005

From the Commodore

Nice winter, eh? Bob Gamble just called me to tell me that my latest attempt to cover Andiamo is a failure. Ah well, soon I'll be able to tear down what's left from the snow and wind, and forget about covering up for a few more months.

The Exec has been busy, and you should make plans to attend the Spring AGM at Aggies on March 31st, to hear our plans for the year. **We will be asking the membership to vote on changes to the constitution and yard rules regarding storage and late payment of dues.** Check Paul Smith's announcement for more details.

Rather than me telling you what everyone else is doing, I urge you to read the various reports for yourself. I certainly cannot take much credit for the work that your Executive does for you, because Commodore is the easiest job.

FYC is different from most yacht clubs as we are totally volunteer-based, have no staff and no fancy clubhouse, restaurant, and as such very reasonable fees. To keep it that way, your Exec depends on the continuing cooperation of all the membership to come out for yard maintenance duties, work on committees and the like.

In the past we have had to actively chase members in order to get their dues in on time, and that is not fair to the Treasurer, Lift Captains or Rear Commodores. They are unpaid, hard-working volunteers. Please show your thanks to them by helping out in any way, volunteering for yard work, assisting in social events, paying your dues on time, or at least saying "Thank you".

We want to get more people involved in racing and cruising this year. If you would like to try racing – you will have the opportunity to jump on a boat and crew this summer and you might even get a beer as well!

Enough whining – Check out these two blogs from cruisers:

www.bumfuzzle.com – two 30-ish amateurs who bought a 35 ft catamaran and are on their way around the world – great website with photos and a different slant on cruising.



Cat Tales

<http://personal.nbnet.nb.ca/corbet/blogger.html> - Dawn & Laurie Corbett from Fredericton who left in October and are presently in the St. Lucia area on Cat Tales, their 35 ft Tobago catamaran. – Not as good a website, but we know these people...

Mike Corbett



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Flotsam & Jetsam:

(n. Any items found floating and washed ashore.)

Windsong has been sold! But don't fret, we have plans to keep Nikki and Jim involved in the club.

As Past Commodore, Jim is Race Committee Chair and has plans to get more members involved in racing. Andiamo! for one boat is happy to see more people involved.

Wanted: A mooring in Douglas harbour. Please contact Harrie Thijssen at (506) 455 6419 or (506) 454 4297 or thijssen.harrie@rogers.com

Wanted: Used but good inflatable suitable for a tender. Please contact Fred Harriman at 472-5203 or harriman@nbnet.nb.ca.

1974 Grampian 34 Center Cockpit Ketch for Sale MillenniumOdyssey@hotmail.com

1980 Hunter 27 sailing sloop "Fred Harriman at (506) 472-5203 or harriman@nbnet.nb.ca

1978 CS 27 fresh water boat from Ontario in good condition, never been in salt water. Fin keel with 5' 6" draft. Has lots of speed but is very stable in heavy winds. Wheel steering, furling, dodger with steel cradle. 8 HP Yanmar diesel inboard. Lots of room below decks and a large 5.8 cubic foot ice box. Alcohol stove, propane BBQ, stereo and VHF. Asking \$23,500. Mark Butler Bus: 506-457-7721 Home: 506-455-8823.

Good condition, **Tanzer 26**, 4 sails, furling, auto pilot, new 9.9 hp Yamaha electric start, UHF radio, alcohol stove, shore power, asking \$14,900.00.

Phone 472-2682

1981 Edel Sailboat "Laxity" - 820 aft cabin (28 ft.) \$24,900

Brian Lackie- 446-4700 blackib595@rogers.com

7.4 Challenger with good sails, furling jib, cradle, anchors, VHF, 4-stroke Honda 8 HP (and a 9.9 Evinrude spare), some custom cabinetry, \$9,990.

Les Jackson: 454-7016

Yanmar, 2QM, 15 hp Diesel Engine.

Fresh water cooled, Flexible engine mounts, Angle iron bed rails, Spare heat exchanger, Shop manual

Also includes a 14"x8"x1" RH Campbell Sailor Propeller

Price \$4,000.

Norman Raine, Halifax, NS 902-477-4106 rosali@ns.sympatico.ca



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Rear Commodores Report

Maintenance Projects

A number of maintenance projects are scheduled for this spring and summer with the most notably the following:

Mast Crane – Repair of the mast crane hinge to be completed before the first launch this spring.

Trailer Maintenance – The hydraulic fluid for the boat trailer to be changed and a proper cover to be affixed to prevent water and dirt contamination when the gas engine is disconnected.

Capital Projects

Two major capital projects are planned for this season. They are:

Construction & installation of ramp for the lower dock – We will make another attempt to get the ramp designed and installed to facilitate easier and safer access to the lower docks.

Design and Construction of mast dolly – We will also have a mast dolly constructed with the help of Les Keirstead this spring. This will make the movement of all masts around the yard much easier during launch and retrieval.

Spring Work Days

May 14th – Tentative. Work to be done includes Installation of the docks, Installation of moorings, clean up of garbage and debris in yard and other yard maintenance as required. NEED 18- 20 people, particularly those who possess knowledge on how the docks are assembled.

General Reminders

Security

- Ladders are to be locked to your own cradle to eliminate break-ins to the boats. Checks will be made and unsecured ladders will be locked.
- **Always lock the yard gates when entering or leaving the compound particularly in the evenings.** Do not assume you that there are other members still left in the yard. Remember that yard security is the member's responsibility and that your boat is at risk in an unlocked yard!
- Keys are available from both Rear Commodores. You must turn in old key or otherwise pay a \$10 deposit

Waste

- All waste oils & chemicals are to be removed from the yard and disposed of properly by the boat owners. The club is not responsible for hazardous waste disposal.
- All large items such as wood, heads etc. are to be removed from the yards by members.

Dock Etiquette

- Please remove your boat off the docks as soon as possible after launching. Extended stays on the docks are not allowed as the large number of members need access to a relatively small amount of dock space. Please be considerate.

Launch Procedures Review

1. **The lifts are non-FYC sponsored events.** They are organized by groups if individuals who assume all risks and costs associated with the lift in and out.
2. New members are encouraged to sign up with a lift captain/group early to avoid being left out.
3. Members which have boats that are not being put in must be prepared to have their boat moved around the yard to allow access to others in behind.
4. Launch captains are asked to register their planned lift days with the Rear Commodores to avoid scheduling conflicts. A schedule will be posted on the shed.
5. Members must attend the Lift Planning Meeting usually held the night before. Important details such as the assignment of tasks and review of safety procedures happen here.
6. **No vehicles** are to be parked in the yard during lifts for safety and allow easier movement of boats.
7. Please work safe. Wear hard hats and beware of the dangers prevalent when working around heavy equipment.

**Mark Sanford
Mike Cashin Sr.
Rear Commodores**



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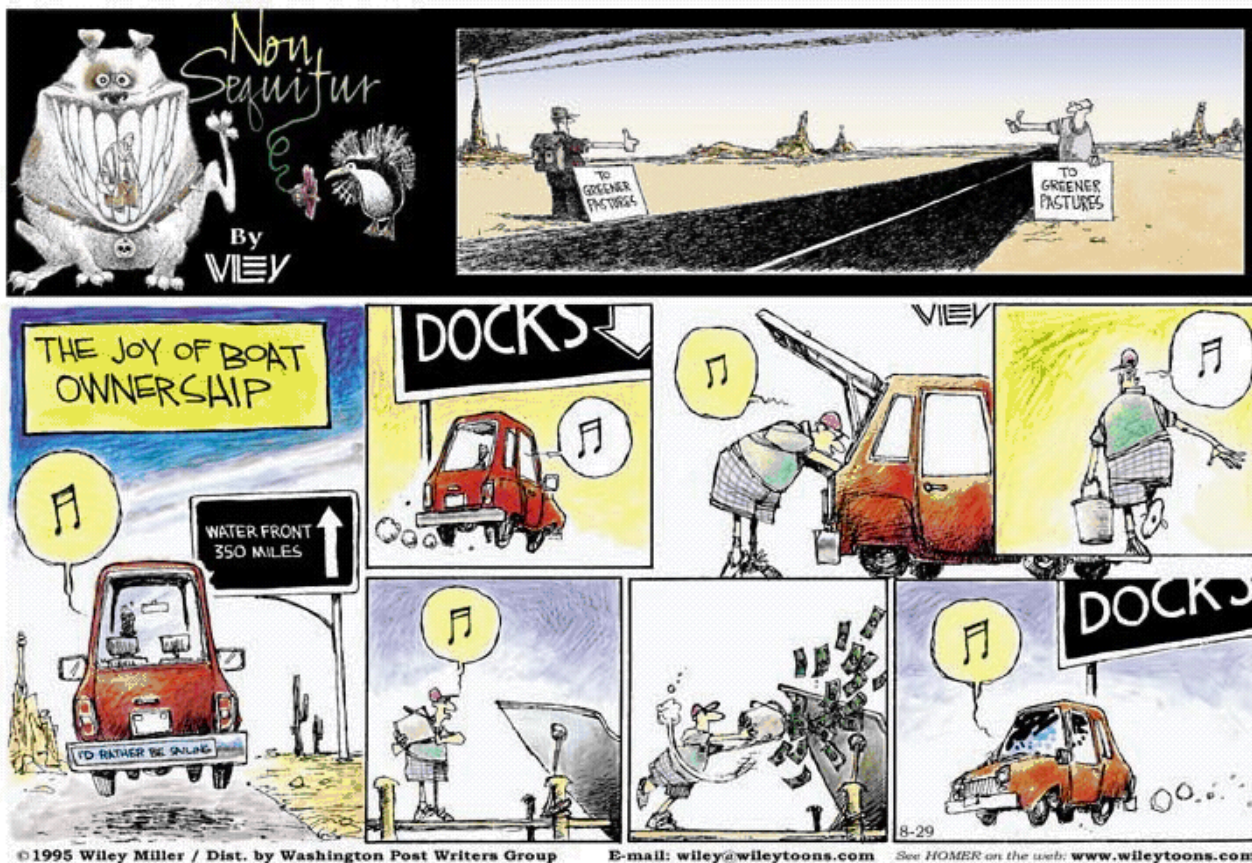
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SPRING GENERAL MEETING SHOULD BE INTERESTING

The Spring General Meeting will be held at **Aggie's Restaurant on March 31** and we urge you to mark that date on your calendar. Starting at 1830 with a "grip-and-grin", the business meeting will begin at 1900 presenting information and recommendations from the Executive on a number of issues that should be of significance to members.

Following the conclusion of the business portion of the meeting, there will be a break with hot and cold finger foods and a chance to slake your thirst. Then members will be introduced to a new book, "**Soul Voyage**" written by a Nova Scotia sailor Cameron Royce Jess. Having cruised in the Caribbean on his 35' yacht for 2 years, Jess has developed a passion for the sailing adventures of Joshua Slocum and has lectured extensively on his life. Based on extensive research, Jess retraces Slocum's life and adventures in a novel format consisting of an intriguing mix of fact and fiction. Mr. Jess will speak about Slocum, present a reading from his book and answer your questions about his incredible voyage. The author may have some copies of the novel available for sale for \$25, and it would make interesting reading while lounging on your boat.

Paul Smith – Vice Commodore





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Sailing School

Bob Gamble – Chair FYSS Committee

We're getting there! The club has put an offer to buy 5 used 420s from the Hingham Yacht Club in Boston. The boats are 3 years old and by all reports in excellent shape. They are available in August. So the boats will be used in 2006.

Lots of club members have signed up to build Optimists for the sailing school. It was decided to delay the project until next winter. The boats will only be needed in 2006 and we were late getting started, so that the construction period would have overlapped with spring launch preparation this year. The cost of materials is higher than estimated in the prospectus sent out. The extra time will help us raise the extra cash.

RKYC and the City of Fredericton are cooperating again to put on the school in 2005. The school will run for 4 weeks in August with 2 two-week sessions. At this point only 420 sailing will be offered this year. Some of the Opti kids struggled with the current in the river off the Aquatic Centre and it was decided to just offer training to the older kids. If there is enough demand from the younger sailors decisions can always be revisited. In future when the City has its own program it might be possible to offer Optimist training at Killarney Lake.

The club will work Partners for Youth (PfY) again this summer to offer sailing school to some of the kids in their program. The club's charity race in June is the fund raiser we use to pay the fee for these kids, so a big fund raising push is needed. Hopefully a half-dozen PfY kids can take sailing this year. We will need to raise \$2000.



Jim: Just a few more cranks – how did you get your tongue in there anyway, Mike?



Pride of Fredericton – Watercolour
by Laurie Winter

Speaking of fund raising, we are close to our goal for the boats. Another \$10000 would put us over-the-top for the 420s and Optimists. Most of you have honoured your pledges from the campaign last fall. If you still have a pledge outstanding, please honour it - we need your help.

We will be selling tickets on a print by local artist Laurie Winter, donated by Anne and Mike (Andiamo) with framing donated by Andy and Giselle (Joy of Framing) titled "Pride of Fredericton" with proceeds going to FYSS.



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Fredericton Yacht Club Race Schedule 2005 Jim Ingraham - Chair

Cup Races

June 4 Charity Race
(Supporting the Fredericton Youth
Sailing School Scholarships)
June 18 Grand Lake Premier
July 1 Raper Memorial
July 2-3 Pita Pit Regatta
July 16-17 Flowers Cove
Aug. 20 Atlas
Sept. 10 L&A
Sept. 24 Sunset

Wednesday Night Series

Series 1:

June 22, 29
July 6, 13, 20

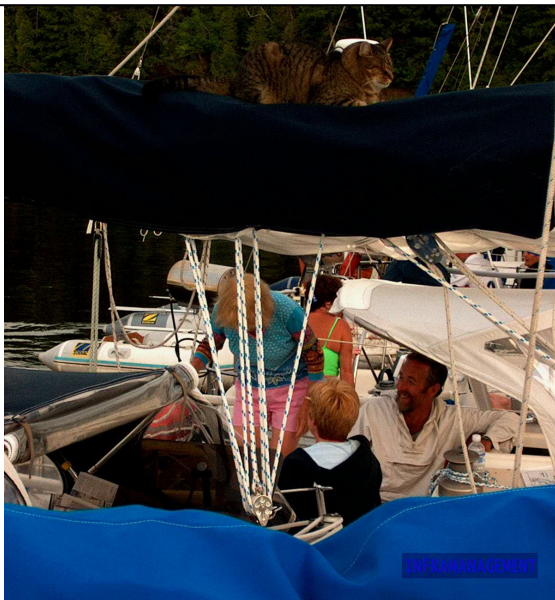
Series 2:

July 27
August 17, 24, 31
Sept. 7



C Sharp cruisin' at 7 knots – Kennebecasis Bay Cruise Week 04

That's it – not enough room to swing a cat – I hope they have a bigger boat next year, or I'm not on the Cruise...



Mike: Look Dave – I'm telling you – more wind near the top of the mast so you need more jib at the top... (Jenkins Cove Cruise Week 04)



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The Canadian Hydrographic Service and Nautical Data International - 4-Jan-2005

Since 1993, Canadian Hydrographic Services' digital charts have been distributed by Nautical Data International Inc. (NDI) and its value-added resellers.

Over the past year, DFO has received over a hundred complaints about NDI. These complaints have come from a variety of sources, including recreational boaters, the navigational chart industry, and other levels of government. Complaints range from frustration with NDI's pricing practices, to boaters being unable to obtain the electronic chart products they need. In addition, DFO has had serious difficulties with NDI, including non-payment of royalties for DFO-owned products.

Despite repeated efforts to remedy these problems, there has been little improvement in the situation. As a result, DFO has terminated its agreement with NDI. Effective immediately, and in the interim, Canadian Hydrographic Services' dealers will be distributing the digital certified products. CHS will be considering digital distribution options over the coming months.

Terminating the contract with NDI is in the best interests of Canada's recreational boaters and navigational chart industry, DFO, other government departments and Canadian taxpayers, who rely on the best, most accurate charts possible for safe navigation.

FREQUENTLY ASKED QUESTIONS

1. What is the Canada/ Nautical Data International (NDI) Agreement?

The Canada/NDI Agreement is a copyright licence agreement which was originally signed in 1993 between the Department of Fisheries and Oceans and Nautical Data International. The Agreement gives NDI the sole licence to reproduce and distribute digital nautical charts and other hydrographic data, and imposes restrictions on the Canadian Hydrographic Services' (CHS) ability to distribute the data.

2. What is happening with the Canada/NDI Agreement?

Minister Regan has decided to terminate the Canada/ (NDI) Agreement. NDI received the notice of termination today. The termination will come into effect in one month's time, on February 4, 2005.

3. Why did CHS terminate its agreement with NDI?

It is no longer in the public interest for DFO to have an agreement with NDI. Over the past year, DFO received more than 100 complaints from recreational boaters and the navigational chart industry about NDI's pricing practices and product availability.

The agreement is seriously hampering DFO's ability to partner with other federal departments and others to deliver on many programs. Despite repeated efforts to remedy this situation, there was little improvement. This was a decision that was not taken lightly.

4. Why did it take so long for action to be taken?

Major difficulties with the Agreement started in 2000 and CHS wanted to make every effort to remedy the situation before taking such serious action. CHS spent considerable management time and resources in trying to resolve its differences with NDI. CHS also made every effort to resolve difference between NDI and other parties. In CHS' view, these efforts were necessary before taking the decision to terminate the Agreement.

5. Why did CHS have a sole arrangement with NDI?

When the CHS-NDI relationship began over ten years ago, the concept of electronic charting was in its infancy and CHS did not have the capacity to respond to demands from manufacturers and the public for electronic chart data. Because the market was in its infancy, it was determined that there was insufficient business to support multiple distributors and that a sole licence would make the business viable as well as provide a single point of contact for all electronic chart companies to obtain official CHS digital chart data products.

6. Will the taxpayer have to foot the bill if NDI sues CHS?

It is premature to comment on any subsequent legal action that may arise from the termination of the agreement.



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7. Will there be job loss at NDI as a result of the legal action taken by CHS?

It is possible that this action could impact on employment at NDI. The Minister is committed to minimizing any negative effect on employment in St. John's, Newfoundland-Labrador in connection with replacing the work NDI had been contracted to perform.

Fisheries and Oceans Canada will make every effort to make use of the technical expertise in Newfoundland-Labrador as much as possible in service delivery.

8. How will this impact on the services and products previously available from NDI?

For the first year after the termination of the agreement, authorized CHS will distribute digital certified products to authorized CHS dealers, who will distribute the products to recreational boaters. CHS will also continue to distribute the data to licensed value-added resellers, who will continue to distribute other digital nautical data products to recreational boaters.

During this period, CHS will consider distribution options for these products for the 2006 boating season.

9. Will products be available for the upcoming boating season? Will they be the same price as last year?

Most digital certified products will be available immediately. A list will be posted on the CHS website. The prices will be set by dealers, however, the CHS suggested retail prices will not exceed those of the existing pricing structure.

10. How do I know if the products I am purchasing are safe?

CHS certified products are safe and meet the legal requirement for carrying charts.

11. Does this mean that I can legally purchase products from C-MAP and Navionics now?

You will be able to purchase products from C-Map and Navionics as soon as they obtain licences from CHS to distribute these products.

A list of CHS authorized manufacturers and products are available on the CHS website. This list is updated regularly.

Garry McGonigal
CEO, Corporate Environment Consultants
(Information Systems for the Corporation)
1748 Hebert Street
Tecumseh, Ontario Canada N8N 4G2
Tel. (519) 979-8162
Fax. (519) 735-1245
Email cecwin@mnsi.net

Thanks to **Layton McClare** for this item.

Reminder – CPS Courses

2005 Boating Courses in the Classroom

Course	Start date	Place
GPS Seminar	March 15,17,22,24, 2005	ADI Room Head Hall UNB
VHF	April 4,5,6;Module 2 April 7	SCAC

All Classes begin at 7:00pm



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True or False:

1. This is a specially designed asymmetric racing spinnaker for a custom trimaran.
2. Mike has convinced the owner that there is more wind near the top of the mast.
3. This is someone who screwed up, will never admit it and will always raise the spinnaker this way from now on, and hopes that the fad will catch on.
4. What really matters is they are out there sailing.
5. Multihullers know something the rest of us leadbellies don't know about rigging.
6. The spinnaker is correct, the main, however, is upside down.
7. The boat is actually in Australia and is taking advantage of the coriolis effect.
8. It's really hard to imagine someone actually sailing when I can see the frozen river from my office window.
9. It is ok to fly a spinnaker when tequila provides you with bravery and courage.
10. It really doesn't matter, as long as you win (and can stand up to the ridicule back on the dock).



Report of Douglas Harbour Committee

The Douglas Harbour Committee was recently expanded to prepare for what will be an intensive year with the anticipated conclusion of the major development project for Douglas Harbour. Committee members include:

Jeff Boyd
Paul Smith
Howard Libby
Dave Nickerson

Dave Russell
George Haines
Mike Cashin Jr.
Mike McKendy

The following is the current state of progress on the Douglas Harbour Development Project

- Guest Moorings – Most supplies have been purchased for the construction of the moorings this spring.
- Pontoon Boat – A used “party boat” with trailer has been purchased. As well the club’s 15hp has been traded for a 25hp engine with remote controls.
- Dinghy Dock – The dinghy dock has been purchased and delivered to site
- Water Supply – A new well has been drilled, the location closer to the power box near the Wharf Road. The driller reports that there is good quantity and reportedly good quality of water. The water will be tested this spring and the pump from the old well reused in this new well.
- Pump-out – The pump out has been purchased and is stored at Douglas Harbour. The septic system which will serve both the “Welcome Centre” and the pump-out has been installed although service to the proposed location of the pump-out has not been installed yet.
- We have received three bids from four prospective contractors for the Welcome Centre. The prices were deemed unacceptable by the Committee. We anticipated cost for the Welcome Centre in the range of \$30,000. Bids came in between \$55,000 and \$68,000.



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In addition to this higher than anticipated cost for the Welcome Building, we anticipate increased costs from the original budget in two additional areas:

- Increased Cost of Septic System – As a result of soil samples which evidenced poor drainage, and in consultation with the Provincial Department of Health and Wellness, and our local septic tank installer, it has become necessary to make significant modifications to the system. A larger field comprised of a series of “galleries” is necessary.
- As we reviewed how we would install the pump-out at wharf-side, it became apparent that we should install a series of floating docks alongside to facilitate the servicing of boats. This will make it easier to use the pump-out and we believe will increase the likelihood of boats using this facility.

Accordingly, on December 15, 2005, we submitted a request to ACOA for an amendment to the project to increase the eligible cost from \$100,081 to \$149,417. We believe that this additional funding is necessary to see this project to a level of completion that will meet the original objectives.

In anticipation of a positive response to this request, the Douglas Harbour Committee will be planning an early start for completion of this project this spring/summer. We will be reviewing the specifications for the “welcome centre” and preparing another invitation to bid with a wider distribution than was done in the fall. We would hope to commence construction of the building this spring and finish the remaining aspects of the project.

It will be necessary to rely considerably on club resources this spring/summer to complete this project and work groups will be called on to pitch in for various projects. Work will be required this winter/spring to convert the pontoon boat for use as mooring tender for both the Fredericton and Douglas Harbour locations.

We are planning an official opening of the new facilities probably in mid-July. The FYC and community would be invited to attend a barbeque/celebration, the date to be established later.

In submitting this report I would like to acknowledge the excellent counsel and hard work of the Douglas Harbour Committee. Their combined expertise and commitment to this project has been exceptional.

Mike McKendy
Chair, Douglas Harbour Committee

Please forward any news, comments, for sail items, etc., for inclusion in the next LOG to amoores@nb.sympatico.ca.



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Social Committee Proposed Schedule – 2005

Date	Function	Location
March 31, 2005	Annual Spring Meeting Speaker on new Joshua Slocum Book	Aggie's Restaurant
June 4, 2005	Charity Race BBQ on the Wharf	FYC
June 11, 2005	Riverfront Festival Jim Ingraham for details	FYC (Proposed)
July 1, 2005	Canada Day Potluck on the Wharf	Douglas Harbour
TBD 2005	Douglas Harbour Facility Opening Mike McKendy for details	Douglas Harbour
August 20, 2005	Corn Boil on the Wharf	Douglas Harbour
September 10, 2005	L&A Challenge Race and Dinner	Douglas Harbour Community Centre
November ?, 2005	Fall Meeting Presentation?	TBD

We are currently gauging interest in organizing another Cruise week, with a cruise down the Saint John River either the last week of July or the first week of August. Please let us know if you are interested. Last year we had 10 boats and tons of fun.

Paul Smith – Vice Commodore

Fredericton Yacht Club – Constitutional Amendment

This notice is to advise all members that, pursuant to the process outlined in Article V of the Constitution, the Board of Directors has approved a motion allowing a constitutional amendment to be presented to the membership for approval at the March 31, 2005 Spring Meeting. The amendment would allow the Board the ability to levy penalties for late payment of dues and fees.

Frank Camm
Secretary