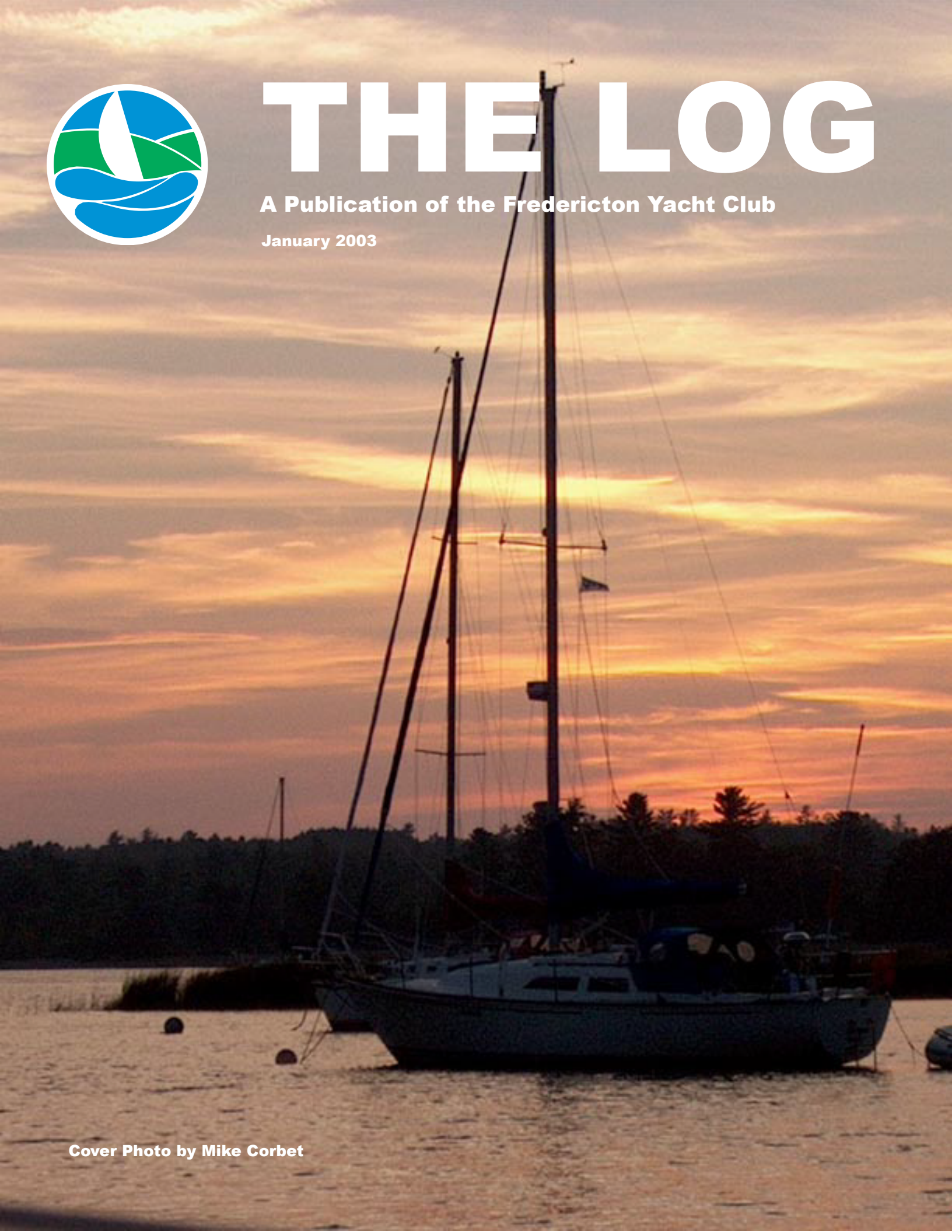




THE LOG

A Publication of the Fredericton Yacht Club

January 2003



Cover Photo by Mike Corbet



Bob Gamble

Commodore's Report

Happy New Year! I hope you survived Christmas turkey and the spirits of New Year's Eve!

The boats are all snug in the yard; the tracks of a few die-hards can be seen in the snow as skipper's work on that list of essential projects and avoid non-essential chores at home.

Just before Christmas the City drilled a few test holes in the yard in preparation for laying a new sewer line next summer. More information on that as it becomes available.

This is the time of year when we occasionally have break-ins as vandals look around for what they can steal or damage on boats in the yard. Please ensure that your ladders, etc. are secure. If you happen to be driving by late at night, swing by the gate and look into the yard. The traffic may act as a deterrent.

For those of you with Outdoor Life Network (OLN) on your cable or satellite, the Louis Vuitton cup is on, late night. If you have a friend with OLN and a VCR, even better. It's heartening to see that even the rock stars can screw up a jibe or drop a sail in the water. For those who are interested there is good coverage on the web at www.louisvuittoncup.yahoo.com. As I write this, Derek Hatfield is doing well - currently in second place in class on the third leg from South Africa to New Zealand. Follow his progress at www.aroundalone.com or send him an e-mail at www.spiritofcanada.net. It's too bad this race doesn't get more publicity; what these guys are doing is amazing, a little crazy, but amazing.

Be of good cheer, it's less than five months to launch.

Fair sailing,

Bob Gamble

The New Executive Board



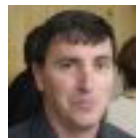
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Rumpot Sails to the Isles de la Madeline

On June 30th Rumpot IV sailed from Pugwash, N.S. with a crew of Captain Harold Raper, Ann Raper, Audrey and Frank Hand along with mascot, Fancy Free, our Silky Terrier. We had a great sail to Charlottetown where we tied up at the newly renovated Charlottetown Yacht Club. The city of Charlottetown was decked out and ready to party for the big Canada Day celebrations so we enjoyed concerts, fireworks and just getting together with other sailors. Even met up with Ian MacMillan, a former FYC member and Captain Harold was able to enjoy a night out with some old sailing pals.

Left Charlottetown and headed for Murray Harbour where according to the new PEI guide book for harbours there was a new marina. After a lovely day on the water, sailing and motoring we arrived to find a very small fisherman's harbour where our only docking facility was to tie up to a lobster boat. Thank goodness the season was over as we were to spend several future nights tied to fishing boats and clambering over them to get to the dock. We walked through the pretty little village, bought some groceries and were not surprised when anyone we spoke to had no knowledge of a marina.

A short sail the next morning brought us to Souris, the ferry terminal for the Isles de la Madelines. A very busy terminal too with lots of traffic back and forth. Again, contrary to the guide there was no marina but a very sheltered fisherman's harbour with friendly people. We enjoyed a quiet day walking to town for provisions and getting ready to sail the 66 miles across the Gulf of St. Lawrence. We left in the very early morning as the weather forecast gave us a short window to make the passage. We sailed and motored through worsening conditions during the day but the last two hours before arrival at Entry Island were quite rough with heavy seas and gusts to 30knts. By this time Fancy and I had taken our

gravel are retired to the bunk leaving the ship in the capable hands of Harold, Frank and Audrey.

On arrival at Entry Island we tied up to a beat-up fishing boat and were charged an exorbitant fee of \$28.00 but the friendliness of the people made up for it. We were given fish for supper (plus 3 other meals), homemade bread and when it began to really blow several fishermen came to see if we were all right. This is a tiny island with only 130 residents plus one horse, named Billy, [whose acquaintance Audrey soon made]. The people are English speaking and hail from Scotland so walking the footpaths on a foggy morning was like being in Brigadoon.

When the fog cleared we had a two hour sail to the main town of Cap aux Meules where we found a new, modern marina at a reasonable price of \$23.00 and a bustling, busy town full of shops, bars and restaurants including Frank's #1 favourite the Madelon Patisserie fully of great French breads and pastries. We attended an evening concert by a gal from Montreal, originally from the Azores who sang Portuguese fado songs. She was wonderful. Obtaining the last rental car on the island we set out to explore the next day. These explorations took us to the cheese factory, a super lunch at an old convent, to the northern tip and the fishing harbour of Grande Entree, where there are well over a hundred boats all moored stern to the dock and only fenders between them, and to a fisherman's jamboree at the village of IL'Etang-du-Nord.

On our final day we had a brief sail to Harve Aubert where we enjoyed walking the gravel bar called La Grave full of neat shops, bars and restaurants. After a great meal in one of them overlooking the bay we decided on an overnight passage back to Souris to avoid forecasted bad weather for the next day. We had good winds and the early part of the evening was very nice with lots of stars to watch. Towards dawn the wind and waves increased and we were glad to tie up, yet again, to a fishing boat in Souris harbour.

We spent a peaceful day there and even met the author of the above mentioned guide book who offered us a refund. We declined, instead invited him on board and had a pleasant chat.

The winds died and weather improved so we decided in the late afternoon to have a short sail to Murray Harbour but the tides and the currents were with us so we continued on along the PEI coast to Wood Islands. Arriving there after dark we had some difficulty finding the harbour channel due to very bright lights on the end of the breakwater which shone directly in our eyes; but this time the guide book was dead on and by following the directions got safely tied up to the harbour wall with little trouble.

The next day we set out early [our captain believes in very early starts] and made Pugwash in time for supper. We all agreed it was a great voyage but the next time we will stay longer and take time to smell the roses and eat more pastries.

Community News

WANTED

14 x 8 (one inch shaft) RH prop
Rik Hall 457-6011 hall@unb.ca

To All Members

We are trying a different format for The Log this time, by not sending a hard copy to most members. We will still be doing the occasional mailout out of necessity but for the most part this is the anticipated format for future. If anyone has any suggestions or ideas for content, please contact me at 457-6055 or email thelog@fyc.ca

Spirit of Canada Report

The following is an email that I received from Derek Hatfield on Jan. 14, 8:30 AM

hi sterling. thanks for the kind words of encouragement and yes, I would like to say hello to all the fellow members of the Fredericton Yacht Club.

“Hello to fellow FYC members. I would just like to say Happy New Year and here’s to a great sailing season ahead. I have been faithfully presenting our club burgee to the host clubs at each of the stopovers, except for Cape Town but I am attempting to get one to them. Be proud that the FYC is represented there. Thanks again for all your support over the years and I look forward to returning with a few stories to tell you all.
Take Care

Derek Hatfield

Spirit of Canada
at S43 52.593 by E153 46.881.”

