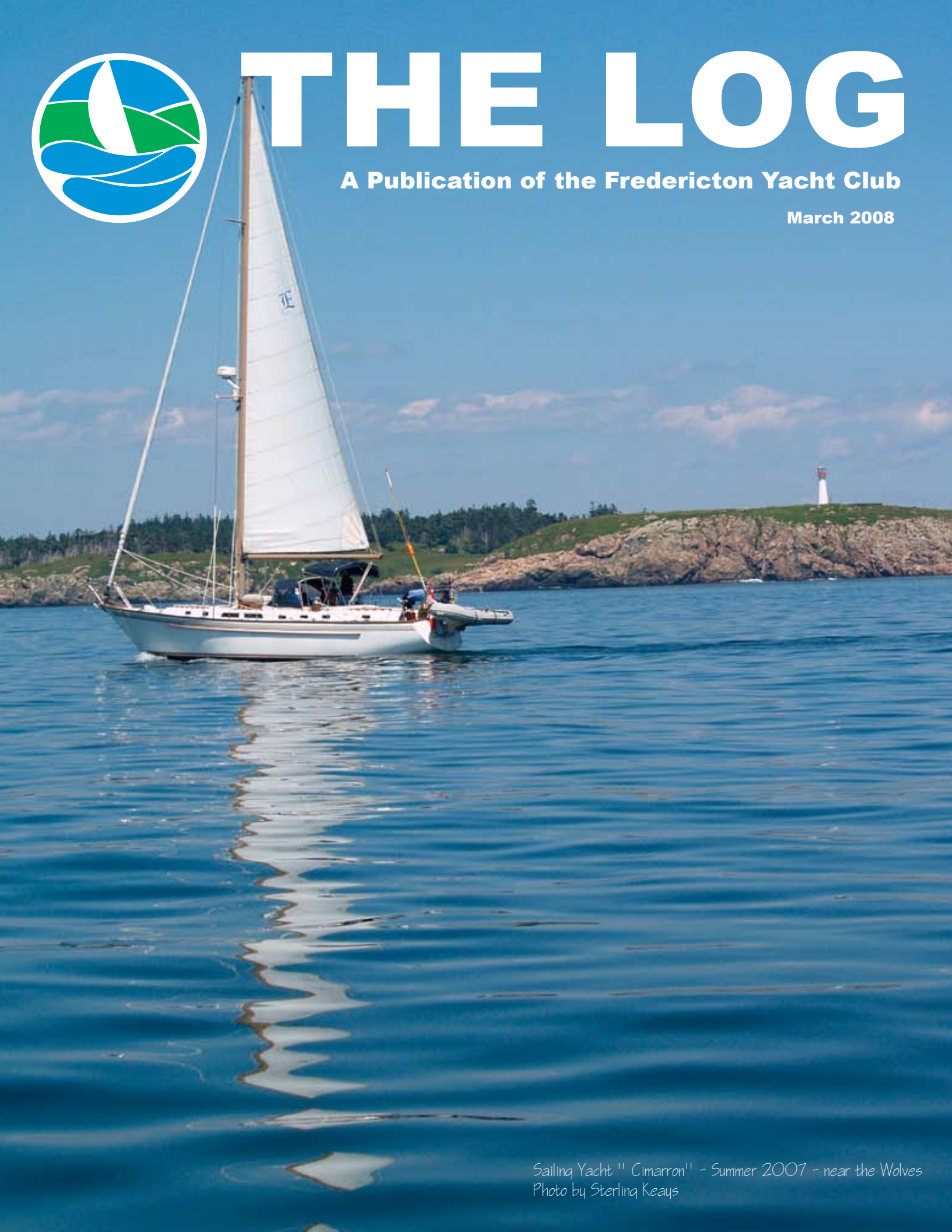




THE LOG

A Publication of the Fredericton Yacht Club

March 2008



*Sailing Yacht "Cimarron" - Summer 2007 - near the Wolves
Photo by Sterling Keays*



03/08

Commodore's Comments

SPRING - may finally be just around the corner, and it looks like the 1st launch is being scheduled for August...good grief!



Above: Commodore Joanne Keays

Even though the snow has been flying and temperatures very seldom went anywhere near 0C, the FYC board has been busy. I've come to realize very fast in the past few months that even a small club such as ours needs continuous upgrading, nurturing and care in what we address as priorities. The Annual Spring meeting has traditionally been one of the most important meetings of the year and this year will be no exception. With proposals for an increase in membership fees and changes to the Constitution on the agenda, the meeting promises to be exciting to say the least. I encourage everyone to mark March 27 on your calendars and hope to see our members out in full force. Important and exciting changes are coming for FYC. Hope everyone has a fantastic summer on the water.

Joanne Keays,
Commodore

Electric Power Use

By Mark Butler

At the Fall General Meeting I advised that a substantial part of the utility budget was spent during the winter on space heating use at the Fredericton yard. As a result of an analysis that was done to determine the incremental power use during the winter the Board implemented a process to allow members to use power to heat their boats during the winter by way of a honorary reporting system, which would allow the club to allocate the costs to those who were using heaters in their boats during the heating season.

This is a reminder to those who attended the Fall meeting and to advise those who were not in attendance that a self reporting system is in place to report your use of electricity to heat your boat during the heating season. A spreadsheet is available on the club's web site that allows members to report

their use of electricity so that the cost of this extra power can be paid by the members who are using it.

Since October 2007, the electric bill in Fredericton shows that 828 kWh of power has been used for heating purposes between October 13, 2007 and February 11, 2008. The cost to the club for this power is \$350.00, which adds to the already forecast overage of expenses for this fiscal year. Although this is a substantial reduction from last year, it is still an incremental cost that has to be shared by all club members.

If you are using an electric space heater to do work on your boat during the winter please complete the form on the web site and mail it into the club or email it to me at mark.butler@enbridge.com. If you have any question on how to complete the form please call me at 457-7721.

Summer cruise

By Michael MacDonald

As I sit here looking out the library window at my driveway, my truck parked on top of the layer of crusted snow, my thoughts turn to a SUMMER CRUISE!

I am going to organize another summer cruise for the week ending at the Atlas Cup Race on Aug 23. We had so many great weekends on the dock last year I am tempted to say we'll start the cruise with a raft up at the dock Friday night Aug 15, 2008. But we will take that under advisement.

The intention of the summer cruise is to:

1) show new members to the river a number of nice anchorages to enjoy as they travel up and down the river.

- 2) Visit some of the interesting places along the river,
- 3) Spend lots of time relaxing and socializing
- 4) Having lots of fun!



We plan on customizing the cruise to our participants so consider this a first call. If you are interested in the summer cruise send me an email at Mike@MillenniumOdyssey.ca

Summer FYSS

By George Dashner

The summer of 2007 was an excellent year for the FYSS (Fredericton Youth Sailing School). Here are some of the highlights:

Enrolment - We are pleased to report that the youth camps were fully subscribed and adult camps had a waiting list. Members through their generous donations at the annual charity race were able to send 4 low income kids to camps. One of the kids we sponsored won "Rooky of the Year"!

New Partner - Last year we (Fredericton Yacht Club) entered into an agreement with the Fredericton YMCA Century Club. The YMCA has a great network that identifies kids at risk or kids in need. We provide scholarships to the Y and they find the kids that attend the FYSS, a great combination. We continue to enjoy working with our original sponsors; the City of Fredericton Rec. Department and the Small Craft Aquatic Center.

Repairs - Despite the fact that the FYSS was very busy this past summer the boats came through the summer relatively unscathed. There were a few minor dents and scratches but members Andy Belyea, Jim Ingram and Henry Pasma have volunteered their time to repair the boats under the guidance of our professional volunteer Mike Steward. Our volunteers find this a great way to extend the sailing season to the winter months and pick up some valuable fiberglass repair skills at the same time.

The summer of 2008 should prove to be a very exciting year for the FYSS. A few of our original students have persevered and are completing advanced skills and might soon be instructors.

We have told the YMCA that we would sponsor 6 more kids this year and the Small Craft Aquatic Center is very excited to be able to share their facilities with the school.

Charity Race, 2008 - To the members of the Fredericton Yacht Club - Thank you very much for your donations at the June Charity Race and your volunteer time. Without you the FYSS would not have existed. Have no fear June will be here sooner than you might think so please sponsor generously for the next charity race.

Douglas Harbour Committee Report

By Sterling Keays

The Douglas Harbour committee has met several throughout this long winter and have our plans in place for the spring. We are expecting to have a late start this year due to the above average snowfall here and in the upper St. John River. We are hoping for relatively few repairs to the wharf but with the potential freshet this year one never knows. We are planning on upgrading the building this year by doing some of the finishing required on the interior and finally getting our signage in place. Other than general upkeep we do not have any major changes planned.

One new item that we hope to put in place specifically for Douglas Harbour is our new Outport membership. This is new class of membership for the club that is for anyone wishing to enjoy the facilities of Douglas Harbour without becoming

a senior member. This came about because of several inquires from people who had moorings at DH but were no longer members. The Outport member does not have any rights to the Fredericton facility; they do not have voting rights and are not entitled to hold any positions within the club. They will be able to participate in the race program at Grand Lake and enjoy any social functions at Douglas Harbour.

The Douglas Harbour committee is planning on hosting breakfast at least a couple of times this season. We do not have any dates in mind yet as we do not want to conflict with the volunteer fire department breakfasts.

This is meant as an opportunity to socialize and also to raise a little money to help with finishing the building. We will probably hold the breakfasts in conjunction with race days but will keep everyone posted as plans develop.

Membership card

Outport members are entitled to a membership card, to use facilities at Douglas Harbour only (**except for club owned moorings**) participate in the FYC race program on Grand Lake and attend FYC social events at Douglas Harbour. Outport members are not entitled to use any of the facilities at Fredericton base and do not enjoy the privilege of voting, holding office or attending FYC General Meetings or special meetings.



Notice to Members

Pursuant to Article IV paragraph 2 of the Constitution, this e-mail is to advise you that the Spring General Meeting of the Fredericton Yacht Club will be held on Thursday, March 27, 2008 at 6:30 PM at the Crowne Plaza Hotel.

Minutes of the Fall General Meeting of November 22, 2007 have been posted to the FYC members' web site as has the proposed agenda for the upcoming Spring General Meeting.

As you will see from the agenda, the Board of Directors is proposing a change to the Club's Constitution which will be submitted to the membership for approval at the meeting. The changes include, but are not necessarily limited to, an amendment which would allow dues, fees, and penalty amounts to be increased by the membership effective in the year in which they were approved. A new membership category (Outport) is also being proposed as a constitutional amendment. The proposed Constitution will be posted to the FYC members' web site prior to the meeting.

Pursuant to Article II paragraph 19, the Board of Directors wishes to advise all members that it will be proposing a \$100 increase to the Senior Membership dues effective in the 2007/08 (current) fiscal year. Also, it will be proposing the establishment of a \$150 annual membership dues level for the proposed Outport Member. The proposed budget provides context for these increases and has been posted to the FYC members' web site.

Members should also be aware that a report will be discussed which deals with the FYC long-term vision of the best use of the property on which the Fredericton Yard is located. This report is our proposed response to a letter from the City inviting the Club to provide input on

our "long-term vision" for the best and highest use of the property. The Board will be proposing a vision and seeking a mandate to present this to the City of Fredericton. The proposed FYC Brief to the City will be posted to the FYC web site no later than March 21, 2008 and members are encouraged to read it in advance of the meeting.

In an effort to reduce unnecessary expense and waste, copies of these posted documents will not be made available at the meeting. Members who wish to peruse them at the meeting are reminded to bring copies.

The Board of Directors believes that this is an important meeting which must deal with a number of issues that are of long-term importance to the Club and its members. We urge all members to attend and to participate in the decisions that must be made.

Thank-you.
Frank Camm
Secretary, Fredericton Yacht Club

For Sale

Nonsuch 22, 1986, efficient sailer, inboard diesel engine
comfortable cruising accommodation for two, standing headroom, separate enclosed head. \$29,900. Contact: Paul Blanchet, 454-4723.

Imagination CS36T
well maintained with lots of extras. Call 452-1028 \$78,800
bgamble@nb.sympatico.ca

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

C&C 30 "Seafever" Yanmar diesel 3 Headsails

Dodger & mainsail cover Many extras

Contact: Rod Pickles 458 8978 or jrpick@nb.sympatico.ca

Hughes 29" 1971

Marc-Antoine Demers 455-6004

1986 SIRIUS 28 SAILBOAT

Price, \$32,000.00

Contact, HOWARD LIBBY
440-5066

hjhl@nb.sympatico.ca

1982 VIKING 28 SAILBOAT

Price, \$15,300.00

Contact, BILL GAINES 476-5649

lwgaines@nbnet.nb.ca

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

EDEL 665 SAILBOAT

Asking \$10 800 OBO

Contact: ED SMITH 506-454-3274 or 506-488-3335

edan@nbnet.nb.ca

18' Catboat 1999

Fenwick Williams design. Full keel, cedar/oak. 8'6" beam, displacement 3800 lbs. Includes 6 hp Yamaha (2002), trailer (2005). This boat is in excellent condition and stored indoors during the off-season. Pictured in WoodenBoat magazine issue #125, page 100. Located in Grand Manan, NB, Canada Asking \$18,500 (506) 662-3879 or wetzeann@nb.sympatico.ca

The Fredericton Yacht Club has a Fleet MMSI Number

By George Dashner

Your FYC executive has recently requested and received a FYC fleet MMSI number from Industry Canada. The MMSI or Ship Station Group number for the ship Fredericton Yacht Club is 031600032. When you make the decision to purchase a DSC radio you have the option to program our fleet MMSI number into your unit. When someone wants to contact all Fredericton Yacht Club members in the vicinity they can send out a Channel 70 call to the fleet MMSI number and members can respond on the indicated voice channel. This could be helpful on a club cruise or race.

To learn more about DSC radios and to find MMSI numbers for boats in your cruising area you can refer to http://sd.ic.gc.ca/pls/engdoc_anon/mmsi_search.ship. We strongly recommend that everyone upgrade their ROC or Restricted Operators Certificate to include DSC training, it is a simple one day course and exam supplied by the Fredericton Power Squadron.

What is an MMSI Number or DSC (Digital Selective Calling)?

Today when you purchase a new VHF radio you will have the choice of purchasing a radio that has DSC or Digital Selective Calling. I have learned recently that DSC is primarily about INCREASED SAFETY AT SEA!

Channel 16 (156.8 MHz VHF) has been and I understand will remain an international distress, safety and calling frequency. However there is a definite move to transit emergency and standard calls to the digital selective calling frequency of Channel 70 (156.525 MHz (VHF) which will also

be monitored for distress transmissions.

At present there is no requirement for pleasure craft to install this new safety equipment. However if a pleasure craft wants to increase their safety and communication capabilities at sea they should take advantage of the new system and consider purchasing and operating a DSC VHF radio.

What is GMDSS (Global Maritime Distress & Safety System)?

GMDSS was initiated in 1988 world wide to assist commercial vessels in improving their safety communications at sea. Before this date communications at sea was primarily Morse code or monitoring Channel 16 and as you can imagine these systems were limited. The GMDSS system was developed to enhance ship-to-shore communications, and to provide rapid, automated distress alerting. The technology uses satellite and new shore based stations to relay distress calls. An EPIRB (Emergency Position Indicating Radio Beacon) is an example of this technology that uses satellites. A recreational DSC VHF is an example of the technology that uses a new shore based system.

Presently the majority of all commercial vessels must have a GMDSS system and they must monitor Channel 70 and are no longer required to monitor Channel 16. Now that GMDSS compliant vessels do not have to monitor Channel 16 pleasure vessels could have a problem communicating with the compliant vessels unless we have DSC capabilities on our VHF.

The Boat Yard Environment

By Michael MacDonald

During the time we were away, Millennium Odyssey was stored on land in various boat yards while we were home. The boat yard rules were certainly tightening up their environmental rules during the time we were away. It was harder to find yards that would be called "do-it-yourself". It was nice to get home and get away from the hassle of "Boat yard rules!"

Mind you some of those rules do make sense for your health as well as the environment. Some of the things that go on in our boat yard make me cringe. Sanding and scraping toxic bottom paint without any skin, eye, or even wearing a simple paper mask to protect your lungs, come on guys! This was not an isolated incident, I noticed this several times by owners of several different boats.

Before the boatyard comes to life, I thought it might be a good idea to offer a few suggestions.

Every one of us has a view as to what makes a good bottom paint, the racer's often choose the harder smoother variety, the cruiser's may consider softer, ablative, multi-season paints. Before we launched to go south in 2000, I put on a coat of red, then a coat of light blue, then two coats of black on top. All coats were a soft ablative multi-season paint. I thought this was a great idea, I would be able to see if the hull needed resurfacing. When the blue showed up I would have to do something about putting on new stuff. Over the years we soon discovered that other than behind the prop and on the first few feet of the bow, paint wears EXTREMELY slowly.

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Cont'd on page 6

MMSI Cont'd from page 5

This could explain why a few of us have had problems raising some commercial vessels like the Grand Manan ferry on channel 16 in recent years.

In order to encourage the use of this technology among pleasure craft the IMO (International Maritime Organization) allowed for the manufacture of DSC technology using less stringent requirements than for commercial vessels. These standards allowed manufactures to build a less expensive radio (DSC VHF) that can be used for pleasure craft.

One safety feature of a DSC radio is that they allow you to initiate a Mayday or distress call by activating a button. If you interface a GPS or Loran to a DSC radio and activate the button your radio will automatically send an electronic distress signal with your location to shore stations and local vessels with DSC technology on Channel 70.

DSC equipped vessels must have a MMSI number!

All DSC equipped vessels must obtain a MMSI number and program the number into their radio before they use their DSC radios. MMSI numbers or Maritime Mobile Service Identity numbers can be obtained for free by calling Industry Canada (506 636 4889). Each MMSI number issued will be exclusive to that particular vessel and will stay with the vessel. The MMSI consists of 9 digits the first three identifying the country of origin, for example Canadian vessels will all start with 316.

Routine contacts may also be made using MMSI numbers between individual DSC equipped vessels. With

DSC technology and a MMSI number these routine calls can be a bit more discreet on Channel 70. By entering the unique MMSI number of the vessel a digital message is sent, sounding an alert on the vessel being called. A message is displayed on the radio that advertising the vessel calling and the channel in which they wish voice communication to be carried out. Both stations then change to the channel requested and standard voice communications are carried out.

You can collect, store and program a number of MMSI numbers into your DSC equipped radio. Hailing vessels on Channel 70 will eventually free up Channel 16 from routine calls which will make it more available for emergency situations.

Fredericton Yacht Club's MMSI Number is **031600032**

Remember it is all about safety!
George Dashner
FYC Executive Member

Environment Cont'd from page 5

On places like the bottom few inches of the keel it can wear off EXTREMELY quickly, the nice thing about the bottom few inches of the keel is that it is very easy to keep clean, there seems to be places in the ICW specifically designed for this purpose.

On our boat, for the most part, the red is still well buried under the black coat. We did do touch ups every year on the high wear areas but we have never had to do a complete peel and repaint. This is a money and work savings as well as saving a lot of paint dirt being dumped on the ground. Two things I would do differently if I were doing it again, don't waste the money on too many coats, a red coat then a blue coat is not a bad idea. I wouldn't put black on the hull again, it looks great but even in the crystal clear Bahamian waters it is hard to see growth on a black hull.

This may be silly to point out but sanding dust is just dried up, finely ground toxic paint. Not only is the paint dust toxic, paint brochures will point out when you sand, it may free up any solvents that are trapped in the drying process and these fumes may be just as bad as when you apply fresh paint.

Consider two things when you are sanding your bottom paint, protect yourself, and protect the environment. To protect yourself consider your skin, your eyes, and your lungs. A set of painters Tyvek coveralls will cost about \$9 at a local hardware store, You can buy an extra large pair of joggers and a sweatshirt at Frenchies a little cheaper (but the urge to keep them rather than tossing them is harder), buy a super large set so you can put them on over your clothes. Barrier creams are available for your hands and face,

avoid using petroleum jelly as a barrier cream as the jelly will actually trap paint bits next to your skin rather than doing the opposite. Wear eye protection against the dust, your regular eye glasses aren't really the ticket. The paper dust mask really isn't a good mask for the boat yard, consider investing in a carbon filter dust mask that you can adjust up as snug as you need to get a proper fit. For those of us with beards, do a large scale trim for the summer and pull those tabs extra tight, it's probably not good enough but it will be better than a paper mask, if you don't go to the external air feed mask (although recommended, I doubt any of us will do that). An article I was reading suggested removing and watches or jewelry before you start so that the dust doesn't get trapped between it and your skin. After you take care of yourself, consider the environment, boating is good clean fun, let's keep it that way. Consider wet sanding or using a vacuum sander to help contain the dust, dirt and fumes.

Next time your in the local hardware store check out the drywall tools. They have pole sanders as well as pole and hand held sanders that can be attached to most shop vacuums. The sandpaper for these systems comes in grit sizes from 80 to 220 or more.

We cover the ground under the boat with a tarp and then with a water hose and a pole sander, we can sand the hull and do most of the work we need to do without getting the dust, it is messy no question about it. The vacuum sander may be an even better choice, it's just I've never used it for anything but my drywall work at home and once you've used your drywall tools in the boatyard they will be "boatyard tools" forever.

After you've considered the bottom paint, the next part is the cleaning. For

the most part we are cleaning and polishing, plastic, glass, stainless steel, and fabric. We don't need to use the most toxic strongest chemicals we can. Vinegar is a pretty good glass cleaner, better than most in fact. Try to buy and use only nontoxic, phosphate-free, biodegradable cleaners. When your around the boatyard check that your hose nozzle shuts off when released and that the tap to hose fitting is not leaking. If you see a leaking hose feel free to stop the leak or at least tell one of the Rear Commodores. The club has had one water bill of over \$1000 because of a faulty waterline. If we want to keep our fees low we need your help.

When are cleaning in your boat plan on spending an hour or so just in the engine room. Wipe all of your engine clean, start with a clean cloth and note where the engine may be leaking oil, diesel, or antifreeze. The easiest way to keep a clean bilge is to stop the oil from getting in, and most of it gets in from your engine. While your in the engine room check the air cleaner. I was shocked to see how dirty mine was a few years ago. I put in a brand new engine and the filter lasted less than three years. I had to replace mine and if you have never checked your's, now is the time. An engine with a clean air filter will produce less smoke, run cooler, and have more power.

When you are changing your oil it seems almost impossible to not get oil in the bilge by removing the fuel filter. Consider covering the filter with a baggy before removing or punching/drilling a small hole in the filter and draining the oil before removing the filter. Cover the area below the filter with a bilge pad before you start, I never catch it all and have to clean it up, so it is a lot easier to start with a clean bilge before you do the engine oil.

The spring is a great time to clean the bilge. Start out the year with it smelling fresh and clean, and put in a new bilge pad or pillow to absorb any oil or fuel that might make its way to the bilge. The pads and pillows are cheap and are very effective at removing oil from the bilge water before it gets shipped over by a pump.

When you are filling your fuel tanks you should have a good idea how full your tanks are before you start. We spent a lot of time in the United States where they are much more concerned about fuel spills than we seem to be. We often fill from jerry cans and knew that if we needed about 13 gallons of fuel we would take on 10 in the tank and then run for a couple of days until we had room for the other jerry can. A fuel tank works well at $\frac{3}{4}$ full and we have less spills and wastage.

The yard does not have facilities for storing used oil, batteries, antifreeze etc. Take your used oil back to an oil recycling facility. The old batteries can be taken to Best Metals (less than 3 km away) and they'll give you money for it! Old antifreeze, paints and other hazardous waste can be taken to the Fredericton Regional Waste Commissions Household Hazardous Waste Depot on the second and fourth Wednesday and Saturdays. They will also take your waste oil as well.

As the saying goes, Boating is good clean fun, let's keep it that way.