



# THE LOG



A Publication of the Fredericton Yacht Club

SEPTEMBER/OCTOBER 2002

## Commodore's Report



John Brander

### LIFTS AND LIABILITY AND RESPONSIBILITIES

As we approach the time when boats are retrieved from the water, I think it prudent to remind members of several matters.

Foremost among these is the fact that the lifts are not a Club activity. They are conducted by the membership acting in groups.

The Club provides facilities which may be used by members in accordance with the Yard Rules the Constitution of the Club, and any other provisions made from time to time by Club Management. It does not guarantee the condition, safety or fitness for any purpose of any of its facilities and will not accept any liability for claims of any nature arising from the use thereof by any person, member or not. Any person using any facilities of the Club does so only on the express condition that such use is entirely at his or her own risk

Storage space in the Boat Yard is allocated by the Rear Commodore(s). The Club reserves the right to move a member's boat in the interests of safety and/or to create storage space. Those organizing lifts should contact the Rear Commodores as soon as possible. Ideally, all lift

captains and the Rear Commodores should meet to discuss the lifts

I want to remind you that all dues and accounts payable must be paid in full before your boat can be placed in the yard. It is also necessary for you to provide proof of liability insurance at this time.

Remember that spent oil and antifreeze is **YOUR RESPONSIBILITY**. There are many places in Fredericton where you can dispose of this stuff safely.

If you have not done so, please identify your trailer/cradle so we can contact you if necessary.

### Some Suggestions for Enhancing Safety:

1. Members of lifts should gather at the Yard the evening preceding the lift to ensure cradles and trailers are properly positioned. The idea is to maximize the amount of preparatory work which can be carried out without worrying about 'the clock ticking'. Work could progress at a controlled and safe pace.

2. During lifts, vehicles shall not park within the Yard. We need to maximize the amount of working space available during lifts. This would make the work of the loader operator easier and contribute to enhanced safety.

3. Each lift captain shall assign one member to provide instructions to the Crane Operator and another to provide instructions to the Loader Operator. Operators shall be made aware of their identities. Both shall be familiar with the appropriate signals and their use. Doing this will minimize confusion and/or contradictory instructions during the lifts.

John Brander

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Community News

**WANTED - A Mooring at Douglas Harbour**  
**If you are selling your mooring,**  
**I am willing to pay a fair price**  
**Please call Ian at 455-2379**

**1976 Challenger 7.4**

**Good cruiser. 5' 10" head room, good sails,**  
**anchor, marine head, galley, VHF, compass.**  
**\$6,000. A tender, almost new 8hp Honda and**  
**mooring are also available.**  
**(506) 454-7016**  
**E-mail: grizzld@hotmail.com**



I would like to rent a sailboat (without captain) for a few weeks during the Summer of 2003 (lenght 28 to 40 feet). If anyone seems opened to the idea Please communicate with me  
**Jacques Juneau**  
**514-728-3278**  
**gougeon.juneau@videotron.ca**

**FOR SALE**

26 ft Sail Boat (Northstar) with 15 Hp inboard gas engine and heavy duty double axle trailer with electric brakes. Sail boat sleeps 5 ans is equipped with, depth fonder, marine B.B. Q. too many extra's to list. Sail boat needs nothing ready to sail. \$ 13,000 for sail boat and \$2,500.00 for trailer, will sell seperate.



For more information call

**Robbie 9-5 (446-3500) after 5(454-3156)**

## Mizar is Home

### From Layton McClare

After 2 1/2 years of sailing the waters of beautiful Mahone Bay, Mizar is home in Douglas Harbour. Doreen and Layton left South Shore Marine the day after Chester Race Week. The Mizar folk had crewed on Chardonnay with the MacKenzies, along with Alan Mason and Mike, Darryl's brother. Chardonnay again performed respectably in the white sail class of 17 boats despite 3 of the 4 races being like Grand Lake drifters.

A short leg to Lunenburg let us visit the annual Fisherman's Picnic featuring the "Mid-Life Crises" band, whose music we enjoyed. Fog and choppy seas accompanied us to the Brooklyn Marina, Liverpool, but the local hospitality made up for our rough afternoon. More fog between Liverpool and Lockport but the seas were calm.

With the fog lifting we continued on the incoming tide to Cape Sable which gave up to a 2 kn. lift speeding us to West Head for another quiet night. West Head, Kent Ross's homeland, is a busy fishing port but the lobster boats tied in the NW corner awaiting the November season opening provide a floating dock for an undisturbed view of the harbour activity. Several fishermen stopped to talk with us or waved a friendly welcome. Wednesday was a beautiful day with light breezes so we headed for Yarmouth on an outgoing tide, which was our biggest mistake of the journey as it took an extra 3 hours for that leg. After two relaxing days in Yarmouth we departed early on Saturday on favorable tides and light winds and saw many porpoises, and varieties of sea birds as well as several whales.

At North Head, Grand Manan a large yellow mooring ball was available for us just outside the harbour entrance. We learned that the yellow balls are placed by the harbour management and are available on a "first come" basis at no cost

whereas wrestling for a tie-up on a fishing boat several boats from the dock would cost \$25 - and the fishermen are less than friendly to pleasure boats.

A few showers accompanied us to Saint John though still calm seas on Sunday where we tied up on the 'new' floating dock (what an improvement!) at Market Slip to await the slack tide at the falls. Another improvement is at RKYC where mooring balls and lines have replaced the old barnacle encrusted logs. Our thanks to RKYC for allowing FYC members to use their facilities.

Grand Lake welcomed us home by obscuring the channel at the brush track a forcing Mizar aground at buoy E32. I then remembered that this buoy is out of alignment with the channel. A pull on the halyard from the tender soon got us underway for a short sail up to Douglas Harbour.

A mid summer cruise to the NS South Shore is highly recommended and it is not nearly as intimidating as it may sound to us novice sailors. Incidentally, Chardonnay is also on her way back, hopefully tagging along with Imagination following the Falmouth to Yarmouth Race.



### The Royal Kennebecasis Yacht Club

Wishes to extend our appreciation for your support of our annual cruise week.

Th eweek was enjoyed by all those who attended and your contribution was an important part of this success.

[www.fyc.ca](http://www.fyc.ca)

