

The Signal

March 2004



DYC 2004 New Management Team

Commodore
Jim Jerram

Vice Commodore
David Langlois

Rear Commodore
Nathan Reece

Fleet Captain Sail
John Rhyno

Fleet Captain Power
Jim Thomas

Treasurer
Grant Gordon

**Management
At Large**
Tom Engram
Gordon Fraser
Jeff Pritchard
Steve Waller

Recording Secretary
Shirley Jerram

**Entertainment
Committee Chair**
Tom Sheaves

Trustees
Victor Kielbratowski
Jack Conrad
Jim MacDonald

Club Historian
Donald Backman



*Digging
out after
"White Juan"*

Manager's Report

By Curtis Bullock

There is an old curse that says, "May you live in interesting times". Well it certainly is interesting around the DYC. Never a dull moment here what with Juan in the fall and now the "White Juan" as it has been dubbed. Spring is fast approaching (hopefully) and the activity level will be high. With the construction of the new marina in the yard and associated activity surrounding this, there will be issues that may arise. Namely having to move boats to accommodate the construction process and the shortage of space that may happen. I ask you all for your patience and understanding and have you keep in mind that this is but a small inconvenience in the grand scheme of things. Once we get over this hurdle we will have a wonderful new facility on the water that will be the envy of all other clubs. We will be making every effort to help make your spring preparations of your boats as easy as possible. Lets work together to make the spring launch go smoothly as possible. That is if spring shows up.

This year there is a host of activities planned for the club members. A list of events is posted in the clubhouse and on the web site. Please try to attend some of these events that the Entertainment committee has worked very hard to have. There is something for everyone. Along with the ever popular and growing Wednesday night races, there is the Poker Run, and Discover Boating Day and a host of other events. This year also brings the Convoy Cup back from Norway to Nova Scotia.

Soon the time will be here to start boating again and bring people back to the club. I encourage all to be actively involved with the club and lend a hand to others when you can. I am always looking for suggestions to help make this a better place and always looking for pictures, articles, stories, advertising, or a good joke that can be included in the Signal.

See ya around the club!

"Learn from the mistakes of others, you'll never lived long enough to make them all yourself."

Fleet Captain Power/Marina Maintenance *By Jim Thomas*

Like everyone else I am anxiously awaiting the marina reconstruction and looking forward to sitting on the aft deck with a "cold one" in hand. There is not much to report in regard to marina maintenance because of the reconstruction. The framing on the floating gas dock is being repaired and the floatation replaced. Repairs to the Juan damage on the mast crane base and the boardwalk near the junior sail shed has begun.

The three feet of snow from "White Juan" is making work around this area much more difficult.

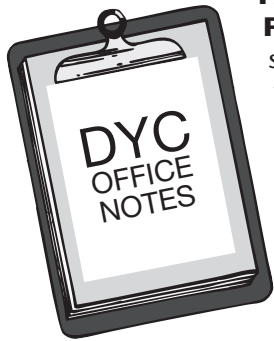
There is going to be a lot of construction activity in the yard and at the marina head this spring and the DYC staff will have their hands full coordinating these activities and keeping up with the busy day to day spring operations.

Please be patient and do what you can to help out when asked. We are all in this together and if we all cooperate to keep things running smoothly, we will all be back in the water sooner than later.

Putting on my other hat as Fleet Captain Power, we are planning some events and activities for the season so if you have any ideas, suggestions or would like to volunteer to help out with these events, just let me know or leave your name and number at the DYC office.

The experts say September's hurricane and February's snowstorm were 100 year events. I don't know about the rest of you but hoping for the best summer in 100 years. I think we have earned it.

Notes from the Office *by Bruce Cake*



PAYMENT OF FEES - Just a short reminder that the Boating Fee/Marina Fee and Marina Surcharge or Mooring and Tender Service fees invoiced 1st February are due NOT

LATER THAN 15 APR 04. As detailed in the letter that was included with this invoice, the consequences of late payment are that you will be removed from the marina to the wait list, or if you are on the wait list, your name will be moved to the bottom of the list! There are 20+ members on the wait list now waiting for your spot. Enough said.

SPRING LAUNCH - Again members are reminded that all launches are to be booked through the office. Contact office staff at 468-6050 to book a date and time. Office staff will, at that time confirm that your account is clear (no boat will be launched until all dues and fees have been paid) and that your liability insurance is current and on file. If either the account is in arrears or insurance expired, the booking will

be made in pencil and will be cancelled if these requirements are not in place within two days of the booked date/time

JUNIOR SAILING COURSES – 2004

A letter has been sent to all Junior Sailors that participated in last years program to invite them to enroll in this year's program. Any members with children between the ages of 8 and 15 might consider enrolling their children in the program. For your information there are two courses, Monday 5th of Jul to Friday, 30th of July and the second course from 3rd of August to 27th of August. The courses run from 9 AM to 4 PM, Monday through Friday. The cost per student for members is \$275.00, for non member students - \$325.00. There is a \$25.00 reduction for each additional child enrolled. These courses fill up quickly and as enrollment is limited to 20 students per course, submit your applications early. Applications are available in the office.

SPRING CLEAN-UP - All this snow has covered up a multitude of sins – BUT with only 3 weeks to go before spring officially starts – please plan a cleanup of your area as part of the spring routine. Members are expected to have the area where their boat was stored cleaned within

24 hours of the launch. If yard staff are required to do the cleaning, a fee will be charged.

MARINA CONSTRUCTION - Not much more information than what was in the Commodore's letter that accompanied the Fees invoice. Suffice it to say, there will be a lot of activity in the yard, what with the arrival of the new fingers and trunks, the refitting of the fingers and trunks that are being reused as well as the heavy equipment used to launch the new system. Members are asked to bear with any inconvenience that this major undertaking may cause. It will be of considerable help if members restrict their parking to designated areas, away from any damage by machinery.

DYC MEMBER STATS

as of Feb 15, 2004

| | |
|--------------|------------|
| Senior | 256 |
| Life | 23 |
| Crew | 42 |
| Corp | 3 |
| Outport | 7 |
| Total | 331 |
| Sailboats | 124 |
| Power Boats | 116 |

Refit of DYC Workboat Nearing Completion



Crew Members Are Important

Crew membership allows persons other than full members access to our facility. This is important for the sailing vessels to maintain a crew for Race Night and the power boat crowd who entertain a lot on their vessels. Crew membership is in place because a guest can only be signed into the club a maximum of three times as per the NS Society Act. So with this in mind, we encourage everyone to make his or her crew part of the club membership.

All members are a valuable part of the total image and feel of our Yacht Club. Crewmembers are listed along with Senior, Life, Outport, and Corporate members in our membership directory. Keeping up on member data, especially Crew membership can be difficult due to a large yearly change over of names. One case in point is one of long standing Crew Member Mr. Blaine James. Unfortunately his name was missed in our 2004 directory but he is very much a part of the DYC and has been a member in one capacity or another since 9/10/1995.

Whether a person is a full member or is part of our club in any other capacity, we all share this great club and hope everyone participates in the events here and take active roles in supporting our club.

DYC Casino Night A Big Hit!

Darlene Rhyno, Wendy Waller, Mary Keddy - Entertainment Committee

DYC's Casino Night held on January 24/04 was a huge success! Based on the number of people who've asked when our next one is going to be, you can "bet" this will be a repeat event!

The event's success is largely attributable to the approximately 64 members and guests that attended. Everyone had a lot of fun, all the tables were full and the dice game was a hot spot.

Thanks very much to our dedicated volunteers, entertainment and phone committee members, and dealers. Also, special thanks to all who donated prizes.

The social events at DYC are quickly becoming welcomed "nights-out" for our members and guests, and with the help of all our volunteers we will continue to offer many more fun experiences at DYC.

Commodore's Corner *by Jim Jerram*

During my last conversation with our Marina Contractor, I was informed that the production schedule for our new trunks and fingers was on track for April 15. The new units are being constructed in Quebec and until they begin to arrive at the Club by truck there will be little evidence that anything is being done. At some point, however the contractor will be on site to begin repairs to the salvageable portion of our old system and to begin placing the anchors in preparation for the arrival and placement of the entire new layout.

In the meantime, I have begun the process of allocating marina assignments. This task, because of the complete redesign of the marina system, is difficult and most boats must be relocated to fit the new finger lengths and widths between fingers. As

most of us feel, I hate the fact that I must move but that is the way it must be. On the bright side, I am attempting to maintain the same orientation for as many boats as possible. For example: if you were orientated facing south and port side to on the old system, then as large of a percentage of you as possible will at least be oriented in the same way but probably not on the same trunk or at the same distance from the head of the Marina. When the process is complete (end of March), the allocations board will be put on view in the Clubhouse after which I will accept written requests to move from anyone who feels that their new spot is not suitable. Because we are at full capacity with very little room to move boats around, I would suggest that anyone wishing to move should first make some

agreement with another boat owner with a similar size/width/draft vessel to trade spaces. Otherwise, the choices will be very limited at best or just not available at all.

Late payment of invoices on April 15 every year usually results in the forfeiture of a number of marina allocations. If the same is true this year, there will be an opportunity to move more boats around after the April 15 deadline. I know that some of you have spent years gradually moving from one spot to another in an attempt to land in the ideal location and now are faced with the specter of being put in a less desirable spot and for that, I am very sorry. However, as I have already indicated, I will work with as many of you as possible to resolve problems.

Some Marine History or Folklore?

How the 100 cu. Feet = 1 ton of cargo was derived.

This dates back to the 14th century as a basis for tax to be charged on wine brought into England. Wine was transported in large casks called tuns, each having a capacity of about 250 gallons, on which a tax of three shillings was charged. A ship's capacity was then measured in the number of tuns it could carry, its tunnage. It was determined that, for a ship of that era, the depth of the hold times the ship's maximum beam times the ship's length divided by 100 was a very close approximation of the ship's tunnage. In time the word tunnage became tonnage.

Cold enough to freeze.....

During the days when men and boys still sailed the seas on wooden war ships and both crew and vessel were built for heavy weather, it was necessary to keep a good supply of cannon balls near the cannon. But how to prevent them from rolling

about the deck, that was the problem. The best storage method devised was to stack them as a square based pyramid, with one ball on top, resting on four, resting on nine, which rested on sixteen. Thus, a supply of 30 cannon balls could be stacked in a small area right next to the cannon.

There was one problem—how to prevent the bottom layer from sliding/rolling from under the others. The solution was a metal plate with 16 round indentations, called a Monkey. But if this plate were made of iron, the iron balls would quickly rust to it. The solution to the rusting problem was to make Brass Monkeys.

Few landlubbers realize that brass contracts much more and much faster than iron when chilled. Consequently, when the temperature dropped too far, the brass indentations would shrink so much that the iron ball would come right off the Monkey. Thus, it was quite literally, cold enough to freeze the balls off a brass monkey.

And all this time, you thought that was a vulgar expression, didn't you?



For
DYC MARINA
Saturday June 5th
★ **Food - Fun** ★
★ **Festivities for All** ★
8-10 Pancake Breakfast
11am Ribbon Cutting
and Blessing of the Fleet
Games, Fun, Contests
B-B-Q and Entertainment!
Be a part of our
new beginnings!!

Bolt From the Blue *by Jerry Lockett*

One event that brings a little pleasure to the rotten job of cleaning the bilge is the rediscovery of an item of equipment that disappeared into the bowels of the boat in the dim and distant past. My best vise grips, a 9/16-inch socket, and the red plastic tube off the WD-40 can are persistent offenders, which, on their return, are always welcomed like prodigal sons.

Occasionally, though, you come across something in the nether regions for which killing the fatted calf doesn't seem the appropriate response.

The bolt I discovered after my last oil change is a case in point.

I was mopping up the mess and idly contemplating the odds of ever changing an oil filter without getting a sleeve full of black goo, when my focus shifted and there it was, staring back at me defiantly - a bolt that was definitely not there the last time I looked.

Bolts have no right to lurk in the bilge, and the spectre of this one has haunted me for days.

This renegade won't be ignored. Its size insists that it was put on the boat to perform a vital function. Indeed, it's a bolt of such substantial proportions, I can't imagine what's holding the vessel together, now that it's gone AWOL.

So far, my efforts at detection have been in vain. Although the forensic evidence - a thick coating of rust and crud - points to a lengthy sojourn off duty, everything seems to be running smoothly.

The starter motor hasn't taken a hike, nor has the alternator decided to waltz around the engine room. The transmission is intact, all engine mounts are firm, and none of the other mechanical bits and pieces look

like they're about to shake loose.

But if bolts can drop out of the engine without interfering with its ability to run, it makes me wonder why the world's assembly line workers bother to fit unnecessary hardware to their power plants in the first place. Don't they realize the anguish this stuff causes when it goes walkabout?

Every amateur mechanic knows that, even after a minor engine overhaul, there are at least three assorted nuts, one washer, and a medium-sized spring left over. Yet the engine invariably works perfectly well without them.

Surely marine engines would be cheaper and lighter in weight if this peripheral clutter were left off? I for one would like to encourage manufacturers to offer these luxury items as optional extras, to be retrofitted if required.

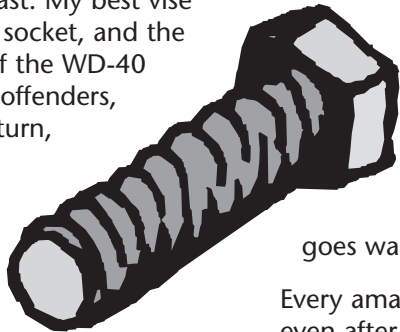
I'm not going to let this bolt business get me down, though. Any skipper worth his salt must take a positive stand when faced with such a predicament, and I've planned my course of action.

Tomorrow, when no one else is around, I'll raise the cabin sole an inch or two and drop the miscreant back down into the murk.

If I ever discover where it came from, I'll be able to locate it again. In the meantime, out of sight is out of mind.

This article first appeared in CRUISING WORLD in September 1991.

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"For whatever we lose, It's always ourselves we find in the sea".

-E.E. Cummings

Volunteers Needed

I am looking for volunteers for the Tall Ships 2004 event. The event will be held on the Natal Day weekend and will be 5 days in length. I am looking for cars and light trucks. If you would like to be part of this event please call me at 860-1213 or e-mail me at frenterprises@ns.sympatico.ca. Application forms can be picked up from me or at the Dartmouth Yacht Club.

Thank you Ross Gilroy

CLUBHOUSE NEWS

Clubhouse Hours

The DYC Clubhouse is open Monday to Friday 8:00 am to 5:00 pm.

Bar Hours

As of May 19/2004

Weds & Thurs - 4:00pm to Midnight

Friday - 3:00pm to Midnight

Saturday - 11:00am to midnight

Sunday - 22:00am to 10:00 pm

Clubhouse Bookings

New charges for booking the DYC Clubhouse for special functions:

Members \$50.00

Non-Members \$300.00

Yard Staff

On Site from
8:00am to 5:00pm
Monday to Friday.

If you need to speak to the manager after hours, please call the office number and call the number given on the message.

Social Committee *by Tom Sheaves*

Hi Everyone !

My name is Tom Sheaves and I have been asked by Shirley Jerrem to chair the Entertainment Committee. I am gladly accepting this responsibility and will do my best in making such a committee function for at least the remainder of the year.

I am presently putting together a new committee structure, who in turn will help in the organizing of our events and functions throughout the year. I would like to take this time to call upon our members for

anyone who is interested in becoming either a Committee Volunteer or a Working Volunteer.

Please contact myself @ 435-2219 (home) or Bruce or Curtis at the office who in turn will pass your interest on to me.

Our next event will be a St. Patrick's Function, similar to last year, which will be held at the Clubhouse from 1-5 pm on Sunday March 21. Food will be served in the afternoon and a Band (John Ferguson and Buddy Macdonald) will be playing from

2-4 pm. Further information on this event and future events will be posted in the CLUBHOUSE as well as on the DYC WEBSITE. Also the telephone committee will be contacting everyone on upcoming events.

Any ideas, suggestions, or input will be gladly accepted. Remember, this is our club and we make things happen together.

Thank you

Tom

How to Calculate the Distance to the Horizon

Have you ever been out on a leisurely cruise and suddenly wondered, "How far it is to the horizon?" Or maybe your destination is a port that has a lighthouse and you wonder "How far away will I be when I see the lighthouse?" (Well, you're in luck, even if you are a sick unit that thinks of these sorts of things - so are we.) We have the answer! Of course you can find tables that do the calculation for you in numerous navigation books, almost every book which talks about passagemaking, the Coast Pilot, almanacs, etc. But what if you didn't have any of these references onboard? How could you calculate the distance to the horizon or the "distance off" if you know the height of an object?

It's simple, really. If you want to know the distance to the horizon you simply have to know your height of eye. That is the distance that your eyes are off the surface of the water. If you're in a jon boat, that would probably be about three feet (if you are sitting like you should be in a jon boat). Of course if you were in a jon boat you probably wouldn't care how far the horizon was. Anyway, I digress. If you are on the tuna tower of a sport fishing boat you may be 15, 20, 25 feet above the surface of the water.

Once you know your height of eye you simply plug that into the following formula:

1.17 times the square root of your height of eye = Distance to the horizon in nautical miles

For example, if your height of eye was 9 feet above the surface of the water, the formula would be:

1.17 times the square root of 9 = Distance to the horizon in nautical miles.

1.17 * 3 = 3.51 nautical miles



If you want to calculate the distance at which an object becomes visible, you must know your height of eye and the height of the object. You then do the same calculation for your distance to the horizon and the object's distance to the horizon and add the distances together. For example:

You have the same height of eye of 9 feet so your distance to the horizon is still 3.51 nautical miles. You're approaching a port that has a lighthouse that is shown on your chart to have a height of 81 feet. Using the same formula you would find that 1.17 times the square root of 81 ($1.17 * 9$) = 10.53 nautical miles (the light house can be seen 10.53 nautical miles over the horizon)

By adding the two together: $3.51 + 10.53 = 14.04$ nautical miles, you should be able to see the lighthouse when you are 14.04 nautical miles away.

"The pessimist complains about the wind; the optimist expects it to change; the realist adjusts the sails".

William Arthur Ward

Nautical Know How - Weather Proverbs

We have been attempting to forecast the weather since the beginning of recorded history. Long before the invention of radar and other meteorological tools, people relied upon "natural" clues to approaching weather. Many of these have a scientific basis and it can be explained why they "work", others have no such basis but often prove to be true.

Perhaps the most often quoted weather proverb among mariners is:

**Red sky in morning,
Sailors take warning.
Red sky at night,
Sailors' delight.**

A red sky at night (when the sun is to the west) is caused by light passing through dust particles in the air to the west. Dust indicates dry weather and since most weather changes come from the west, a red sky at night usually indicates dry weather approaching. A red sky in the morning, however, indicates that the dry air has moved away. A gray sky at night means that the western air is filled with moisture and it will likely rain soon.

The first recorded use of this system of weather forecasting can be found in the Bible. In Matthew 16.2-3, Jesus says to the fishermen, "when it is evening, you say, 'It will be fair weather, for the sky is red.' and in the morning 'It will be stormy today, for the sky is red and threatening.'" Since it has lasted so long, we think there must be something to it.

Other variations on this theme include:

**Evening red and morning gray,
help the traveler on his way.
Evening gray and morning red
bring down a rain upon his head.**

**Rainbow in the morning
gives you fair warning**

The sun is in the east in the morning, the shower and associated rainbow are in the west. Since weather generally moves from west to east,

rain is approaching.

**Beware the bolts
from north or west;
In south or east
the bolts be best.**

Same reasoning as the above.

**Rainbow to windward,
foul fall the day;
Rainbow to leeward,
rain runs away.**

If the wind is coming from the direction of the rainbow, the rain is heading toward you. Conversely, if the rainbow is in the opposite direction, it has passed you.

**Mackerel skies and mares' tails
Make tall ships take in their sails.**

Cirrus clouds (mackerel skies or clouds that looked as if they'd been scratched by a hen, according to the old-timers) often precede a warm front which brings winds and rain.

**When halo rings the moon or sun
Rain's approaching on the run.**

The halo is caused by high cirrostratus (ice crystal) clouds that are indicative of an approaching warm front and predict rain within 20-24 hours. The U.S. Weather Service confirms that rain follows about 75 percent of sun halos and about 65 percent of moon halos.

**The higher the clouds
the better the weather**

These clouds generally indicate both dry air and high atmospheric pressure - usually associated with fair weather. Lowering ceilings indicate rain.

**A wind from the south
has rain in its mouth**

A south wind blows in advance of a cold front and also blows over the east quadrant of an approaching low pressure cell.

**Seagull, seagull, sit on the sand,
It's a sign of rain when you are
at hand**

In general, birds roost more during a period of low pressure. Before a hurricane, flocks of birds will be seen roosting. Take off may be harder when the pressure is low or the air is thinner because the natural updrafts are lessened.

**Some weather proverbs published
in 1883 by the War Department
(no explanation given):**

Buzzards flying high indicate fair weather.

One crow flying alone is a sign of foul weather; but if crows fly in pairs, expect fine weather.

When porpoises and whales spout about ships at sea, storm may be expected.

Two full moons in a calendar month bring on a flood.

Comets bring cold weather.

If shooting stars fall in the south in winter, there will be a thaw.

Lightning under the North Star will bring rain in three days.

**And one that warrants further
investigation:**

When the bubbles of coffee collect in the center of the cup, expect fair weather. When they adhere to the cup, forming a ring, expect rain. If the bubbles separate without assuming any fixed position, expect changing weather.



Battle of the Bilge

History:

Rubbish talk among sailors was referred to as bilge. Legend has it that some unknown sailor was sent to inspect the deepest, darkest, part of the ship where water and residue collect. After a brief time in this black hole, the sailor was convinced that this area was also rubbish. From that day on, the area where water collects in a boat has been referred to as the bilge.

Cleaning:

The most important reasons to keep your bilge clean are:

- ◆ to prevent growth of bacteria
- ◆ eliminate foul odors
- ◆ prevent rust and corrosion of equipment that lies in the bilge

You can get bilge cleaner in most marine hardware stores, however, it can be expensive. Liquid Tide is less expensive and does as good a job. Containing no phosphorus, being biodegradable, cutting grease and dirt and having a clean smell make it a good choice..

Some boats take in more water than others. It is normal for some water to be in the bilge since it can leak in at the stuffing box(es) and rudder post(s). However, if you find an unusual amount of water make sure that you don't have a leaking through-hull fitting or pipe. If your boat usually has some water in the bilge just add the liquid Tide to the bilge and let the rocking of the boat do the cleaning for you.

Most grease and dirt can be removed with Tide and perhaps a little elbow grease. However, steam cleaning can be an alternative. Steam cleaning is a harsh method that can cause paint to peel, especially on a wooden boat. As they say on the stunt shows, don't try this at home. Seek out a professional and check their references.

Limber Holes:

Limber holes are found in the ribs or partitions in the bilge which allow water to pass through them and flow to the lowest bilge points usually where the bilge pump is located. This allows the water to be pumped out either automatically or manually.

You should keep these holes clear of residue to prevent blocking the water flow. Most boats will have a light chain running through the limber holes which allows you to pull it back and forth to dislodge any foreign matter.

Engine Oil:

Most newer model boats have drip pans installed under the engines to prevent oil from dripping directly into the bilge. Whether you have drip pans or not it is a good idea to put absorbent pads under the engines. They not only absorb the oil that could drip but provide a quick way to find leaks. Each time you do an engine check, which should be each time prior to starting, check the pad to see if any new oil spots have appeared. If so, try to track down the source immediately.

What to look for:

You should inspect the bilge and its surroundings with a flashlight at least once a month. Look for the following:

- ◆ Lift up the float switch on your electric bilge pump to make sure it turns on the pump automatically.
- ◆ If you find unusual amounts of water, be sure to track down the source.
- ◆ Check all through-hull openings and fittings.
- ◆ Make sure that all fittings below the waterline have double hose clamps.
- ◆ Check the seacocks to make sure that you can turn them off. You could sink your boat if a hose comes loose from a seacock and you can't stop the flow of water because the valve is corroded.
- ◆ Look for corrosion and rust.
- ◆ Check for unusual growth or mildew.
- ◆ Check all pipes, hoses and clamps.
- ◆ Check limber holes.

Don't Pollute:

Remember that it is illegal to pump oily discharge overboard. If you find oil in your bilge water turn off the bilge pump and find an alternative way of disposing of the oily water. Don't think just because there is only a little bit of oil it is okay. The test for illegal pollution is simply a "visible sheen" on the water.

"Sailors, with their built in sense of order, service and discipline, should really be running the world".

Nicholas Monsarrat

Rear Commodore's Corner *by Nathan Reece*

With less than 2 months before the start of the sailing season, the club is once again coming to life. The awards banquet in February was a great success. Once again we were sold out. For those who missed the banquet, the chart represents a list of the final standings for the 2003 sailing season:

A few committees are needed to help the sailing season run smoothly. A volunteer for the A, B, and C Class Wednesday night racing is needed for the protest committee. Volunteers for a fund raising committee are also needed. Persons interested can contact me at 830-7463 or at nlreece@hotmail.com.

Upcoming sailing events include the DYC opening regatta to be held on the weekend of June 5 and 6. A notice of race will be posted in May. This event will be in conjunction with our opening day events and could prove to be one of the best opening regattas yet. Looking into the future, the prestigious and highly regarded Convoy Cup that Dartmouth Yacht Club hosts is slated for September 11 and 12.

Once again I leave you with some brain-food.

Three Basic Steps to Headsail Trim

1. Hoist the headsail just enough to remove the horizontal wrinkles from the sail when beating to windward. Headsails are designed to carry the maximum draft just forward of the middle of the sail. Most headsails have horizontal speed stripes allowing for easy view of the draft position. The draft position is controlled mainly by the **halyard tension**. As the wind picks up, the draft will move to the middle of the sail. To optimize your draft position, increase the halyard tension moving the draft forward. As the wind dies, decreasing halyard tension will in turn move the halyard tension back. This is a fine adjustment and can be easily practiced in moderate air.

| Final Standings for 2003 | | | |
|---------------------------|------------------|------------------|------------------|
| Bean Crock 2003 | | Wed Night | |
| A Class | | A Class | |
| Fantasea | Jeff Pritchard | Fantasea | Jeff Pritchard |
| Lochiel | Cameron Chisholm | Second Lady | Garth Mallett |
| Second Lady | Garth Mallett | Locheil | Cameron Chisholm |
| B Class | | B Class | |
| Luna Rossa | Alan Cyr | Sole Reward | Nathan Reece |
| Sole Reward | Nathan Reece | Luna Rossa | Alan Cyr |
| Eye Spy | John Ryno | Spirit of Eva J | Don Estey |
| C Class | | C Class | |
| Moon Mist | Dean Baldwin | Scotch Mist 3 | Randy Hoyt |
| Flying Mist | Jerry Lockett | Eye Spy | John Ryno |
| Landis | Roland Bourdage | Janice | Kevin Ripley |
| Other Awards | | | |
| Heel Of The Year | Shaman | Tom Sheaves | |
| Longest Cruise | Vagrant | Grant Gordon | |
| Race Committee | John Finny | Micheal Ryno | |
| First Overall No Hand Cap | Lochiel | Cameron Chisholm | |
| First Overall Wed Night | Sole Reward | Nathan Reece | |
| CPS | Second Lady | Garth Mallett | |

2. While the halyard controls the shape of the luff of the sail and draft location, the jib sheet and **jib car** control the shape of the leach and the foot. Initial setting for the jib car in moderate wind should have the sheet at a 45° from the clew to the deck when beating to windward. As the wind increases, move the car back 1 to 3 inches depending on the boat. This tightens the foot of the sail and loosens the leach allowing for air to spill out of the top of the sail as well as flattening your boat and making you sail faster and more comfortable. As the wind dies, moving the car forward 1 to 3 inches tightens the leach and loosens the foot making a deeper and more powerful sail.

3. **Telltails** are controlled by the jib sheet. They're simple to use and give the most rewarding performance. On a beat to windward, both the windward and leeward telltales should stream back equally, breaking at the same time. If the windward telltale breaks first, trim in your sheet until they break evenly. Likewise if the leeward telltale breaks first, let out your sheet until they break evenly.

Scraping my bottom,

Nathan

*"When I forget how talented God is, I look to the sea".
Whoopi Goldberg*

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**Newsletter
Information**

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4 times a year:
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SUBMISSIONS

Articles and photos will
be considered for
publication subject to
space and topic.
Must be digital.

NEXT DEADLINE

Deadline for March
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booking ad space is
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EDITOR

Curtis Bullock
Contact DYC Office

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Contact Curtis Bullock
Tel: 468-6050
if you wish to
place an ad.

ADVERTISING RATES

Full Page - \$50
1/2 Page - \$35
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Supply via disc or email.
PC or Mac compatible
JPEG, Tiff, or EPS
black & white artwork.
**Image resolutions
should be at least
200 dpi at final size.**



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