

The Signal

September 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
Paul Downing
Jack Conrad
Jim MacDonald

Club Historian
Donald Backman



DYC Junior Sailors Win Six Firsts



Coach Donald, Echo team Spencer and Jessie, Coach Victoria

The annual Petpeswick Mid Summer Regatta for Junior Sailors was held Aug 7 & 8. This two day, 6 race event hosts a number of Laser, Opti, Echo, and prams from the area. In winds from 0 to 20 knots, the DYC Echo team of Spencer Baldwin and Jessie Chisholm, coached by Donald Gass and Victoria Gooday, came home with six first place finishes. That's right SIX!! A proud Dad, Dean Baldwin (an avid racer in his own C&C 24) was in attendance for this achievement.

In other classes at the regatta, representing DYC were Dustin Keating & Zack Keating, competing in a Laser 2 brought in a first place finish and the team of Brendan Smith & Ben Flewwelling in the Opti class brought in a third place finish.

The DYC is proud of their achievements and wish to give big congratulations to them all for their great showing at this annual regatta.

Way to Go!!!

Commodore's Corner *by Jim Jerram*

Well, it is almost 1 year since Juan and we now have the best marina systems in eastern Canada. The reconstruction committee has done a superb job managing the reconstruction of the marina and on-shore repairs. For those who do not know who participated in the committee, they are ^ Dave Langlois (Chairman), Victor Kielbratowski, Jim Thomas, Jim MacDonald, Jim Jerram, Paul Downey, Jack Conrad. The members of the committee have spent literally hundreds of hours negotiating with the insurance company, consultants and contractors to see that the final product was as good as it could be. In addition, our Management Committee and staff are to be congratulated for their hard work and dedication to the club. Their task of making sure that the club continued to function as normally as possible during this ordeal has been very difficult but they still came through for us.

The configuration and orientation of the new marina system has meant that there have been a number of issues raised, relating mostly to boat handling characteristics in the confined spaces between Bill,s Island and the outside of CEF, dock, that are gradually being sorted out. However, the members effected are to be given credit for their understanding while the problems are solved.

That,s it for now. Be proud of your club and fly your burgee

Best wishes
Jim Jerram



Dartmouth Yacht Club 2003 (top) vs Dartmouth Yacht Club 2004 (bottom)

All Alone On The New Docks



Mark Joseph's boat "Liquid Asset" was the first boat docked at the new DYC Marina and was the only one on the Marina at the time. A photo opportunity like this will likely never happen again.



DYC Commodore's Boat Claims Sixth Title

Commodore Jim Jerram's boat "Our Love" after returning from the Mahone Bay Wooden Boat Festival where he claimed his sixth straight title.

Congrats Jim!

Fleet Captain (Power)/Marina Maintenance *by Jim Thomas*

Marina News:

The Marina is now fully operational and the reconstruction committee is working closely with the contractors to complete the project and address any deficiencies. If there are any issues with your designated place on the marina system please advise the DYC Staff or me, and we will see that those issues are addressed.

The new marina system has received rave reviews from both members and non-members, and I think we would all agree we now have probably the best marina on the East Coast of Canada in both appearance and

functionality. The DYC management want to ensure that we maintain both the appearance, condition and integrity of the system. As part of that process we have struck a sub-committee to develop acceptance criteria for items that members may request to add to their fingers. The criteria will include specifications

for acceptable equipment and acceptable methods of attachment.

I would remind all members that the current club regulations require written consent from the Marina Manager before a member may alter their finger

by the addition of any equipment (including stairs, line stakes, permanent fenders, cleats etc.).

On behalf of the DYC Staff, Management Committee and Reconstruction Committee, I would like to thank all members for their patience and understanding during the reconstruction process. We know there were many inconveniences to members over a period that was a lot longer than we had hoped but the result is something we can all be very proud of.

See you on those lovely new docks!

Honouring Those Who Served

Convoy Re-enactment and Sailpast to take place September 10

To honour the veterans of the Second World War, a re-enactment of a convoy leaving Bedford Basin will take place on Friday, September 10, in conjunction with the Convoy Cup Regatta. Vessels taking part in the re-enactment will marshal in the Basin and proceed to the Museum Dock for a sailpast of HMCS Sackville, where veterans and family members will be on board to observe.

Each participating vessel will represent a ship that travelled the Atlantic in a convoy between 1939 and 1945. Banners identifying the convoy vessel and flags from the country of origin

will be provided to boats taking part. The banner will be attached to the starboard rail or superstructure so it will be visible to observers on Sackville. A list of 156 ships lost in Halifax convoys in World War II is available at the DYC clubhouse, should you wish to represent one of those ships. Similarly, if you have a connection to another merchant or naval vessel that sailed in convoy, you will be given an opportunity to provide the particulars on that ship.

This event is open to all boaters and all yacht clubs and an award and presentation will be made to the yacht

club with the largest number of boats participating. As Dartmouth Yacht Club is the club of record for the Convoy Cup, it will be a matter of pride to have DYC win this award. We are hoping all DYC members will consider participating.

If you would like to register or if you have any questions or comments, or would like to help sponsor this event please contact the DYC office or:

John Rhyno – Fleet Captain, Sail – Marina A25

Jim Thomas – Fleet Captain, Power - Marina C41

Everything You Ever Wanted to Know about Fuel

How much do you need?

How much fuel you need to carry depends on the design of your boat and the intended use. In a sailing vessel, for instance, a 50 gallon tank of diesel feeding a 25 hp auxiliary engine cursing at 80 percent of top speed could propel a 33 foot sailboat 300 miles at 7 knots in calm weather.

That same amount of fuel would take a twin engine 40 foot sportfisher only about 33 miles at 40 knots. This boat would need 450 gallons to cover 300 miles at that speed.

Planing hulls need much more power than displacement hulls and use more fuel per mile. However their ability to carry fuel is limited because their planing ability is affected by weight.

Many naval architects build in as little tankage as possible taking into consideration the design of the boat, reasonable usage and the distance between refueling stops in and around its normal area of operation.

How much does it weigh?

Gasoline weighs about 6.1 pounds per gallon. Diesel weighs about 7.1 pounds per gallon. Both gasoline and diesel engines use about 0.6 pound of fuel per horsepower per hour. On average, diesel fuel contains about 140,000 BTUs per gallon or 10 percent more energy than the same volume of gasoline.

Where does it go when it is consumed?

Your engine uses the fuel you purchase in several ways.

- 35 percent is given up to the atmosphere in heat
- 25 percent is given up in heat and vibration absorbed by surrounding water

- 10 percent is given up to overcome wave resistance
- 6 percent to overcome wave formation and prop wash against the hull
- 7 percent to overcome skin friction
- 2 percent is wasted in friction at the propeller shaft
- 1 percent to overcome air resistance

This leaves about 13-14 percent of the original energy to turn the propeller.

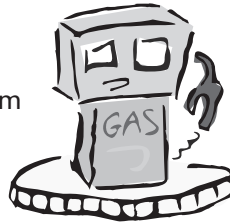
How much do gasoline and diesel engines consume?

Diesel engines consume about 1 gallon per hour for every 18 hp used. You can estimate the number of gallons consumed per hour by multiplying horsepower used by 0.055.

Note: An engine at cruising speed usually uses only about two-thirds of its maximum available horsepower. Most marine engines are designed to run continuously at between 60 and 75 percent of maximum speed. Diesels tend to be more toward the top of the range.

Gasoline four stroke inboard engines need about 1 gallon per hour for every 10 hp used. The number of gallons consumed per hour can be estimated by multiplying horsepower used by 0.100. (see note above)

Outboards might use considerably more since two stroke motors seem to have a greater thirst than four stroke motors.



Upcoming Events at the NYC

Convoy Cup Regatta	Sept 10 to 12
Beancrock Regatta	Sept 25
Commodores Reception	Oct 2
Fall AGM & Management Board Elections	Oct 21

What about fuel economy?

Any attempt to force a displacement hull beyond its maximum theoretical hull speed brings exponentially higher fuel consumption for minimal gain in speed. On the other hand, slowing down a little almost always is rewarded by gains in economy, and thus range. This same principle applies to high-speed planing hulls as well but only up to the point at which they start to come off plane. Once off plane they tend to lose efficiency.

How about fuel reserves?

Use the old rule of thumb; Use one-third of the fuel in your tank to get there, one-third to get back and save the last third as an emergency backup.



Club Hours

The NYC office is open Monday to Friday 8:00 AM to 5:00 PM.

If you need to speak to someone from the office after hours, call the number given on the recorded message.

Fuel Dock Tender Service

Sept 1 to Nov 1
Monday to Sunday
9:00 AM to 6:00 PM

Winter Bar Hours Commencing Oct 8 2004

Friday - 3:00 PM to 11:00 PM
Saturday - 11:00 AM to 11:00 PM
Sunday - 11:00 AM to 10:00 PM

Notes From The Office *by Bruce Cake*

The Dartmouth Yacht Club has once again enjoyed record enrollment in the club with some 53 new Senior Members.

For the other 200 plus senior members who have heard all this before, please forgive the repetition. For the new members, there are certain routines to be followed with regard to the fall haul out.

- A. ALL arrangements for the fall haul out MUST be made through the office. At the time of booking your fall lift the office will confirm that the insurance is current and that the account is current.
- B. Please advise the office when booking whether jack stands will be required and how many.
- C. Please check your cradle and ensure that it is in good condition. Yard staff will not place a boat on any cradle that is not considered safe.
- D. Ensure that you have enough blocks to go under the cradle (your responsibility).
- E. Maximum time in the slings to use the power washer is limited to 30 minutes. There are other waiting to come out as bookings will be made with a view of doing one lift per hour.
- F. The yard staff have the authority to place your boat in the yard as they see fit bearing in mind that they have some 250 boats to be landed! If you know that you will want any early spring launch (April/May) please arrange to come out late in order that your boat is not on the back row.
- G. Space for storage sheds is VERY limited and each request will be carefully considered before approval is given to erect a shed. Requests are available in the office.
- H. For sail boats that require more than 4 feet of water, please consult the tide table at the back of the Membership book and then book a date and time that coincides with a rising tide.

As this will be the last SIGNAL for this fiscal year, a couple of words on what to expect in the way of invoices for the next while.

- A. Some time in mid September you will receive an invoice for electrical power. Everyone on the marina systems pay a basic power bill of \$30.00, regardless of whether power has been used or not. Those person who requested 30 amp power on their initial application or requested 30 amp power since time of enrollment, will be invoiced an additional \$150.00.
- B. The 2005 Senior dues will be invoice as soon after 1 Nov as possible. The rates will be the same as last year, but are of course subject to change if mandated to do so at the January budge meeting. The Senior Dues are now set at \$275.00. Your fuel credits (10 cents a litre) will be deducted from this amount. Additionally the CYA/NSYA/DYC Training fund will be included at a cost of \$20.00 per member (no tax)
- C. Other fees such as marina and boating fees will be invoice after 1 February and are payable before 15 April, 2005.
- D. This will be repeated again and again, failure to pay either the Senior Dues or the DYC fees on time will result in your being removed form the marina and placed on a wait list. There are some 20 members now waiting for marinas!!

FALL ELECTIONS – 2004

The Fall General meeting will take place 21 October. It is at this meeting that the Management Committee is elected. Anyone wishing to offer their time and service, and feel that they might make a positive contribution should advise the Nominating Committee of their willing to have their names on the slate. The Nominating Committee consists of the Trustee Committee – Jack Conrad, Jim

MacDonald and Paul Downing. Names may also be left with the office staff who will pass your name to the Nominating Committee. All Senior members are encouraged to get involved.

E-MAIL ADDRESSES

The office has been able to capture a number of e-mail addresses as annotated on the application form. However, some of these do not appear to be accurate and mail sent has been returned. Please check the membership book and if your e-mail address has changed, or we have missed a 'dot', please let the office know – thanks.

RETENTION OF MARINA SPACE

There are provision in our rules that allow members to retain marina space for one year following the sale of their boat, provided that the marina fee (\$550.00) is paid. If your boat has been sold and you are contemplating purchasing a replacement, let the office know in order that the marina wait list can be updated. Likewise if you have sold your boat and do not intend to have another, but retain your membership, again, please advise the office as we have people waiting to join DYC when space is available for storage.

Interesting And Sacred

Sailing is a wonderful and unique thing, and the sensation of being noiselessly and smoothly propelled without the cost of fuel is on of the most satisfactory pleasures known, but then you add to this the fact that the sailboat itself is one of the most interesting things which God has let man make-well, then you get a combination which is most sacred.

-I.Francis Herreshoff

Manager's Report *By Curtis Bullock*

Hard to believe it's already September. What little summer we have had has just flown by. Despite the lack of good weather so far I hope you all have had an enjoyable summer and here's looking toward a nice long fall. May it be far away yet.

Let me take this opportunity to give a huge thank you to Doug Wournell and Mark Rafuse. During the Tall Ships weekend, they lent a hand to help us with the tender service to many of the visiting boaters at our club. It was a very bust time and there help was greatly appreciated. All persons who were here for the weekend commented on how beautiful our club looks and how friendly everyone was. The weather was great and it looked like everyone really enjoyed themselves.

Opening Regatta this year was a huge success. Congrats to Nathan for a great event. Many boats, many

prizes, and probably many hangovers. All in all a good time for all. Also, congrats to the Jr sailors with their showing in Petpeswick and to Dean for his wins in Chester during race week. This year NYC sailors have competed in just about all the area regatta and with very successful results. Our sailors are certainly a force to be reckoned. Remember that the Convoy Cup is being hosted by our club this year. There are activities for both sailors and power boaters. Please show your support and participate.

We are well into the season and the new marina has been good. Outside a few minor glitches and a few missing pieces of hardware, (hose ends) all is in great working order. Certainly we are the envy of all other marinas in Nova Scotia. Now that everyone is settled in, any requests to move must be in writing and submitted to the office. Forms are

available and no requests will be actioned verbally. If you happen to make a deal to change spots with someone, you must contact the office before the move can be granted.

For the first time our club is now in a position where we all completely full and are accepting applications on a wait to join basis only. There is already a list of persons waiting to hear if they can bring their boat to our club. Any boat being sold from the club would have to be removed from NYC until we can accommodate the new persons. Remember that a marina assignment is to the member not the boat.

As always if you have any questions, comments, suggestions, or just a good joke, I am always around. Making the club a better place requires feedback from you the members.

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Bedford Basin – Historic Waters *by Sandra Thomas*

On September 3, 1939, the world went to war for the second time in less than twenty-five years. Two weeks later, on September 16, Halifax stepped up to take its place in that war and in history. Under cover of darkness, eighteen merchant ships and four naval vessels slipped out of Halifax Harbour. Halifax convoy HX1, the first link in the lifeline to war torn Europe, was escorted clear of coastal areas by the naval vessels and followed by marine aircraft to the limit of their range. The fourteen merchant ships then crossed the North Atlantic unescorted as far as Ireland where the Royal Navy shepherded them through the dangerous waters to England.

For the next five and half years, Halifax's Bedford Basin was a marshalling area for convoys carrying much needed military and civilian supplies to Europe. Ships laden with armaments, air craft fuel, lumber, coal, and wheat left Halifax as often as twice a week to cross the treacherous North Atlantic.

Death, it seemed, stalked the crews of the convoys. The German U-boats were ruthless in their efforts to strangle the flow of supplies. Working alone, or in the feared "wolf packs" the Nazi submarines lurked in the shipping lanes and attacked the most vulnerable members of the convoys or ships traveling independently. Attempts to rescue seamen in the water were hampered by the necessity to defend ships which could be a U-boat's next target. Many men who survived the initial explosions on the ships drowned or were burned alive in flaming oil slicks.

Death came also in the form of gale force winds and winter storms. Life expectancy in the frigid waters was measured in minutes. Lacking today's sophisticated radar equipment, ships collided in the fog and inky darkness of the mid-Atlantic.

And yet, the convoys continued. In

spite of the fact that the merchant marine held virtually no status, men continued to sign on - Canadian men as well as men who had lost their homelands to the occupying Germans. The pay was poor and the danger constant, yet time and again, men who had lost friends or nearly lost their own lives manned the vessels that fed the Allied effort in Europe.

By the end of the war in 1945, over 300 convoys had sailed out of Halifax. For five and a half years, Haligonians watched the ships steal into Bedford Basin one at a time to wait until a convoy was assembled. They grew accustomed to seeing the Basin full of ships in the evening, only to find it glaringly empty in the dawn of the next day. The people of Halifax became willing accomplices in maintaining silence about the movements of the convoys, ever mindful that "loose lips sink ships".

Nova Scotia has particularly strong ties to Norway in regard to the convoys of the Second World War. Following the invasion of Norway in June of 1940, members of the Royal Norwegian Navy and Army, and their Merchant Navy, maintained training, repair and recuperation bases in Nova Scotia. To commemorate those ties, Steiner Engeset, Norwegian Consul to Nova Scotia and long time member of the Dartmouth Yacht Club, became the driving force behind the Convoy Cup.

In September 2002, Steiner's dream became a reality. The format for the competition consisted of two races – a Basin Race, as well as a one hundred mile Ocean Race. World War Two veterans and their families were guests of the Dartmouth Yacht Club power fleet to watch the start of the races on one of the calmest days ever seen in Halifax Harbour. The sailors persevered in spite of the wind (or lack of it), and the inaugural Convoy Cup Regatta went into the pages of history. In September 2003, a Convoy Cup Race was held in Risor,

Norway. This year the event returns to Halifax and has attracted the attention of sailors from Europe and the United States.

The Dartmouth Yacht Club is proud to be the club of record for the Convoy Cup. As part of the 2004 Convoy Cup, the Dartmouth Yacht Club will re-enact a convoy leaving Halifax Harbour. Fleet Captain Power Jim Thomas has compiled a list of 156 merchant vessels lost in convoys out of Halifax, and several members have come forward with information on naval vessels they would like to represent. Each vessel taking part in the re-enactment will represent a ship that participated in convoys during the Battle of the Atlantic, and will fly the country flag of the ship and a banner depicting the name of the vessel, etc. The event will conclude with a sail past of the Corvette HMCS Sackville.

More information on the re-enactment is available at the DYC Clubhouse or from Jim Thomas.



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**Newsletter
Information**

The Signal is published
4 times a year:
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& September.
It is distributed to all
DYC members and
posted to the
DYC website.

SUBMISSIONS

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

NEXT DEADLINE

Deadline for September
2004 submissions and
booking ad space is
November 30, 2004.

EDITOR

Curtis Bullock
Contact DYC Office

ADVERTISING

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

ADVERTISING RATES

Full Page - \$50
1/2 Page - \$35
1/4 Page - \$25
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**ARTWORK
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black & white artwork.
**Image resolutions
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