



**May 2017**

# DYC Breeze

**Dalhousie Yacht Club**  
founded 1937 & Incorporated 1945

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Sunset  
Dining  
Room  
Hours  
Wednesday  
through  
Saturday  
Noon  
to 9 p.m.



Spring in Port Dalhousie. (Photo by Kendra Hornell)

**Vision Statement:** *The Dalhousie Yacht Club is a friendly, safe and affordable boating community dedicated to learning, respect for all, and enjoyment in all aspects of the sport of boating.*



## Boat Launch 2017 ...

(by Kevin Roach, Yard Chair)

Boat Launch is now less than a week away. Let's hope for nice, dry weather so that everyone will be able to get their boats ready well before launch day. Just a reminder that if you need assistance putting your mast up, or if you are able to help others put their mast up, please

sign the appropriate sheet which is posted on the board in the clubhouse lobby.

### Boat Launch Guidelines

Prior to any boat being launched, the owner or his designate shall meet with DYC Manager John Brown, to ensure that the boat is properly registered for launching. Saturday, April 29, Thursday, May 4, and Launch Day, Saturday, May 5, have specifically been designated as Registration Days. At registration, John Brown will provide a projected lifting order for all boats.

On Launch Day, please arrive well in advance of your projected launch time, and be prepared to stay after your boat is launched, to assist other club members launch their boats.

Please ensure that your boat is ready for launch by giving careful consideration to the following:

- Mark on your toe rail (bow and stern / port and starboard) where you want the slings placed to lift your boat. "SLING" stickers are available at the club.
- To speed up haul out, and if you are happy with the position of the boat in your cradle, anchor your base keel board to the cradle and screw a block of wood across the front and or back of your keel to show where you want the boat placed back in the cradle at lift out. Alternatively, painting a line on the keel and cradle will be acceptable.
- Hang an appropriate number of fenders on the "PORT" side of the boat, and have a bow and stern line attached and hanging down before the boat is about to be launched. Each line should be a minimum of 30' and a maximum of 40' long.
- Start your engine in the compound (let it run for no longer than 15 seconds) to ensure that you will be able to motor away from the launch area. Please dispose of antifreeze solutions in an environmentally safe manner.
- Make sure that your boat name and the owner's name are on the cradle. Mark the cradle for bow and stern.

Erase all other markings.

- Prior to launching, ensure that your boat is unlocked when it is lifted in so you can quickly inspect the bilge for any water leaks.
- If you are antifouling under your pads, during the lift, be very careful not to get any paint on the slings as it could get on the top sides of the next boat to be lifted.
- Be there early, before your launch, or your boat will not be lifted without your presence.
- Ensure that a suitable ladder is available for mounting and dismounting the boat.
- Exercise caution when climbing the ladder. Ensure that the ladder base is at least 1 foot out for every 4 feet up, and that the ladder tip is properly secured to the boat
- All tripping hazards must be removed from the deck and cockpit areas. Decks and cockpits must be clear of all items, no exceptions. Some examples of tripping hazards include, but are not limited to:
  - Booms, whiskers poles, docking poles, oars must all be removed and stowed below deck or off the boat (this includes removing poles from stanchion storage systems). No exceptions will be granted.
- All dodgers, biminis and enclosure canvas must be removed. The metal tubing structures for the canvas are to be removed or securely fastened so they do not pose a hazard to the crew. This is especially important on power boats where standing areas for the crew handling the slings is limited.
- Anchors may be left in their normal bowsprit roller but must be securely fastened. Anchor chain/rode may be left attached to the anchor but must be stowed in the anchor locker. If stowing is not possible remove anchor chain/rode from the deck
- Mast hole covers must be securely fastened. For example, loose board, rocks or blocks are not permitted
- No loose personal items should be left in the cockpit or on the deck.
- To reduce risk of damage from the slings, it is recommended that items such as BBQ, life rings, etc., normally fastened to the outside of the bow pulpit or stern pulpit, be removed, including dinghy outboards.
- Ensure your sling points are well marked on the hull's topside; black tape on the lifelines also helps. Keep in mind balance points, propeller, speed and depth transducers, etc.

Kevin



## Vice Commodore's Report ...

(by Bill Sullivan)

The docks are in and a few boats already launched. By the time you read this, only a few days will be left until the rest of us splash.

The Cruising sign-up sheets will be posted on the club notice board this week. So sign up early and don't miss out. Seems there is increasingly limited dock space available around the lake.

Just a reminder, Sailpast is Saturday, June 3rd, and Easter Seals Regatta is Sunday, June 11th. I will again be looking for volunteer skippers and mates to give the kids a great day on the water. I've already spoken to the guy upstairs regarding the weather.

See you in the yard, at launch and on the water.

Capt Bill

## Rising Water Levels in Lake Ontario ...

(Exerpts from an article by Jacob Bruxer, senior water resources engineer at the Great Lakes-St. Lawrence Regulation Office, Environment and Climate Change Canada, Cornwall, Ontario.)

A series of storm events passed through the Lake Ontario-St. Lawrence River system from April 4-10, resulting in significant precipitation across the region. Some eastern parts of the Lake Ontario basin received as much as 80 millimeters (3.2 inches), while areas around the St. Lawrence River near Montreal saw as much as 90 mm (3.5 inches) during the same series of events.

With the ground already fully saturated, the recent rain, coupled with snowmelt in some areas, resulted in high amounts of runoff and rapidly increasing streamflows across the basin. Flood warnings were issued by many agencies in Canada and the US, and many reports of localized flooding have since been received.

The wet conditions have resulted in rapidly rising water levels throughout the Lake Ontario and St. Lawrence River system. Lake Ontario's level has risen more than 19 centimeters (7.5 inches) since April 4, increasing the risk of storm damages and leading to concerns among many of those who live along the shore.

Downstream of Lake Ontario on the St. Lawrence River, levels at Lake St. Louis near Montreal, Quebec, have risen almost twice that amount during the same period, by more than 37 centimeters (14.6 inches), due to rapidly rising Ottawa River and other local tributary flows. To prevent Lake St. Louis levels from rising further and causing more extensive damage, the International Lake Ontario-St. Lawrence River Board reduced outflows from Lake Ontario in accordance with Plan 2014, in effect since January.

Plan 2014 sets flows to balance the risk of flood damages, both on Lake Ontario and the St. Lawrence River downstream, by keeping the level of Lake St. Louis below a given threshold for a corresponding Lake Ontario level. As the level of Lake Ontario rises, the threshold level on Lake St. Louis also rises, allowing more water to be released from Lake Ontario.

However, it's important to note that while Plan 2014 tries to balance these impacts, it cannot and does not eliminate the risk that high levels may occur during periods of extreme weather like we have experienced recently. In fact, no regulation plan can do so.

To illustrate the limitations of regulation, consider that it would have taken an increase in outflow of more than 6,000 cubic meters per second above the average flow of 7,010 cubic meters per second since April 4 to have maintained Lake Ontario at a stable level. A flow increase of that magnitude would be nearly impossible to achieve, physically. It also would cause levels at Lake St. Louis to rise more than 1 m (3 feet), resulting in catastrophic flooding throughout the lower St. Lawrence River.

Extremely high water levels are a concern to all those who own land along the Lake Ontario-St. Lawrence River system. While impossible to avoid entirely, balancing the risk of high levels and associated impacts, both upstream and downstream, is a key aspect of Plan 2014.



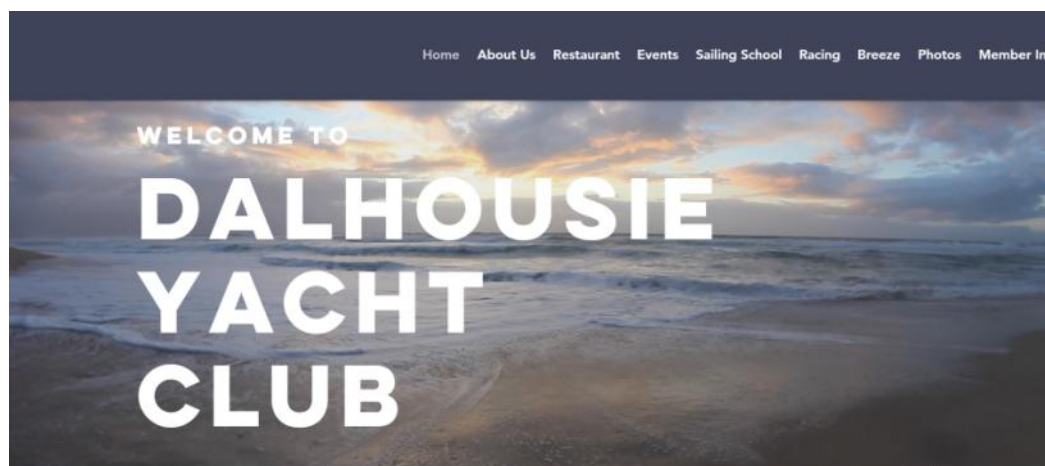
## New DYC Website ...



(Thomas Lynam  
Entertainment Chair)

Tom has been working on the new website and it is fantastic! Please visit the site for all information pertaining to the club, the restaurant and all of the up-coming events at DYC.

<https://www.dalhousieyachtclub.com>



## Dock Chair Report ...

(by Jeff Newkirk)

Thank you to our crew of volunteers who worked efficiently to help launch and secure the docks this past Saturday. Everyone stayed dry, and the sun even made an appearance near the end. For many, this was the first opportunity to survey the new retaining wall and concrete work by the Harbour Office. It seemed that everyone was impressed, and are looking forward to when we complete the replacement of D Dock.

Late last month we were able to secure the services of Amherst Crane to set the last row of piles for the new D Dock construction. They were the only crane company that would do the job, and they sent down a 300 tonne crane to accomplish the task. Once we have moved past boat launch, the Dock Committee will reconvene to begin the planning and scheduling for construction of the new dock. Once we begin, we will be looking for volunteers to help with various stages of construction, so stay tuned for updates!



Plans are being made to help deal with the high water this Spring. Temporary fender boards that sit above the dock will likely be required on the fixed docks. This will be another quick project that will require volunteers. The water levels are expected to crest by mid-May. Until then, in addition to the raised fender boards, it would be wise to secure your boat across to your neighbour to help keep it centred in the slip and not riding too hard up and potentially over the dock, as wind and current conditions change.

*Jeff*

Docks In  
(Photo by John Krall)

## The "Just for Fun" Race Series at DYC ...

(by Len McIntosh)

These series are open and free for all DYC sailors.

These "races" are designed to provide a regular opportunity to hone your sailing skills, and a good excuse to leave the dock!

The Tuesday evening and Sunday morning races start just outside the harbour and circle the marks utilizing all points of sail and last from 60 to 90 minutes, finishing just outside the harbour. Locating the race marks will give you lots of navigating practice.

The distance races are held at monthly intervals and are a 4 or 5 hour sail to NOTL and back.

Both series are self-starting races using GPS or Cell Phone time with provisions to shorten the race in the event of light air.

Performance Handicaps (PHRF) are used so all finish times are adjusted based on the boat. PHRF certificates can be obtained through the club, but in the event that you don't have a certificate, a PHRF is assigned based on the best available information.

If you have any questions email [lmcintosh2@cogeco.ca](mailto:lmcintosh2@cogeco.ca)

### Race Instructions

Sunday morning Start time is 10:00 hrs GPS time. Tuesday start 18:30 (6:30 pm) GPS time (September-October start is 18:00 hrs). Series begins Sunday, May 14 and Tuesday, May 16. (Excluded dates are Sundays where DYC is hosting regattas as well as the Sundays of the Distance races. The regattas are Kirby/Soling in June, the GHYRA in July, Cornucopia (Labor day), the LOSHR in mid-September and Frostbite Sunday early October.)

The **Race** Course is counterclockwise around the white numbered cans northwest of the Dalhousie Channel entrance. Keep the marks to the port side of your boat. A general diagram of the marks with rough GPS locations of the marks is in the SI Appendixes A&B on the **DYC race web page**. After the start, proceed to marks 3, 2, 1, 8, 7, 6, 5 and 4.

- The **Start line** is between mark 4 and the north side of the outer range light house. Mark 4 can be seen about 400 yds west of the end of the west pier. The start line extends east past the lighthouse. You start in a northerly direction, The start line will also serve as the **Finish line**.
- **Finish** by rounding mark number 4 on either port or starboard, crossing the finish line in either direction (between mark four and the pier lighthouse to the east).
- Scoring - regatta style bullet to the winner - low number wins series.
- 30-minute rule: in light air conditions, 30 minutes after the start, if the first boat has not reached mark 1, the lead boat may round the next mark and return directly to the start/finish line and finish by crossing the start/finish line in a southerly direction (mark 4 to starboard). Alternatively, the lead boat may return to the last mark it passed and, taking that mark to port, then proceed to finish as above. In either case, all other boats must follow the leaders.
- First time boats must inform by email (see below) boat name, make etc., and PHRF if available (otherwise a PHRF will be assigned.)
- The current rules of racing apply to incidents such as touching a race mark or another boat. All of this, including the start, is on the honor system and good sportsmanship is paramount. Note, after the first use of a spinnaker you will no longer be classed as whitesail, unless you so advise when reporting your time.
- Time limit: THE FIRST BOAT MUST FINISH within 90 MINUTES - OTHERWISE all boats that start get the bullet.
- In the event a mark is officially missing, such mark will be ignored.  
IMPORTANT – E-mail [lmcintosh2@cogeco.ca](mailto:lmcintosh2@cogeco.ca) -  
1) DATE  
2) what time of day you finished and  
3) what other boats were racing.  
Results will be posted at reasonable intervals and the top boat will receive an award at the Racers banquet. Good luck. E-mail to insure correct scoring.

*(tip: cell phone time is very close to GPS time- use the alarm function! RACE COM CH 71.*

## DYC Distance Fun Race Series 2017 ...

(by Len McIntosh)

Five SUNDAY races make up the Series, Dates are May 28, June 25, July 23, August 27, and Race # 5 date TBA. Winner announced at Racers Banquet.

Open to all sail boats; no charge. First time boats must register at email below with vessel name, make, size, etc., PHRF (if available, otherwise will be assigned.)



### DYC to NOTL and return

Start time 11:00 (GPS/Smartphone time)

Start/finish line: Between mark 4 and the outer lighthouse.

(Mark 4 is approx 400 yards west of the end of the pier.)

Proceed to mark 3 and round mark 3 to STARBOARD.

(Mark 3 is due north of the center of the start finish line)

Head east to NOTL mark G3 (a green channel marker with a bell)

G3 coordinates (N 43 d 16'23" W 79 d 04'30", approximately one mile north of the mouth of the Niagara River.)

Round G3 to PORT

Return to DYC mark 3 and round to PORT.

Go to start/finish line and record time of day.

Email finish time as well as your boat's PHRF, (white sail PHRF or Spinnaker PHRF as the case may be) to

[lmcintosh2@cogeco.ca](mailto:lmcintosh2@cogeco.ca)

### LIGHT AIR variation

If by 12:00 hrs (noon), the lead boat has not reached Pt. Weller Channel (that is the red western channel marker due south), the race will be shortened. The lead boat and balance of fleet shall turn around after crossing a line drawn due north from the "western point" (the red channel marker) of the Welland Canal. (Stated differently, the red channel marker shall be due south of your position.) Cross this line and head back to mark 3 (take mark 3 to PORT this time) and then to the start/finish line.

Scoring: Your best four races will determine your overall score. Typical Regatta scoring will be used. Note if you miss two or more races due to attendance at a cruise, or an out of town regatta, please notify and, for the missed races, you will be given a "middle of the pack" score. To qualify you must have raced in at least two of the five races.

Note: Stay off shore to avoid rocks and respect the current from the Niagara River.

Note: club website (under racing) has coordinates of the DYC marks.

Join the Racedyc Facebook group for news and updates.

Rules of Racing apply: safety first; wear your PFD; honor system for times etc.; touch a mark, do a 360. Any question email as per above.

RACE COM ch 71.





## Docks In 2017 ...

(Photos by Dan Sundy)



Docks go in on the east side and are towed ...



... to the west side where they are assembled with efficiency ...



... six boats are launched.....and a dock is reconnected.

## Docks In 2017 ...

(Photos by John Krall)





## Racers' Banquet ...

(Photos by Nancy Lewis)





**Racers' Banquet cont'd ...**



## Racers' Banquet cont'd ...





## High Water, April 25 ...

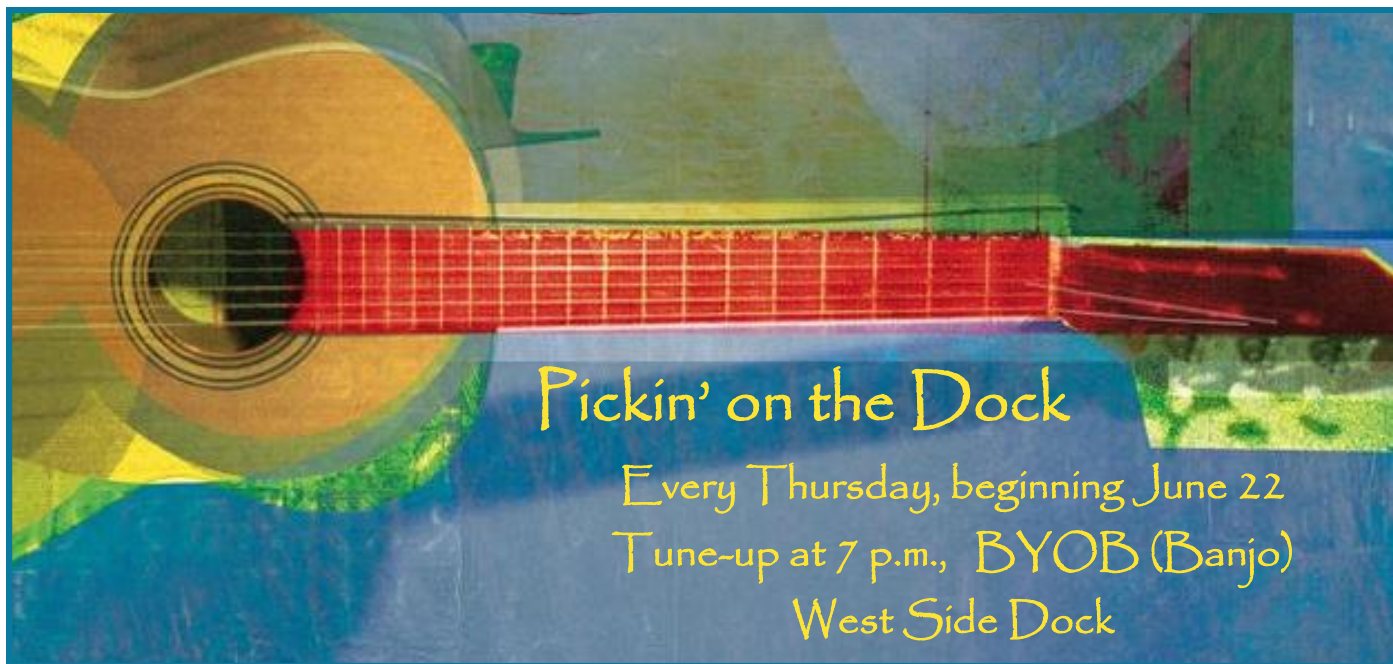
(Photos by Dan Sundy)

*We may not need the cranes, if the water continues to climb.*



(Photos below by Brenda Hazlewood) Clockwise from top left: 1. Floating docks sitting very high! 2. Dock 71/72 almost submerged! 3. Water rising over East side dock. 4. Sandbags at the ready.





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May 13: 11AM - 9PM  
May 14: 11AM - 5PM  
May 19: 11AM - 9PM  
May 20: 11AM - 9PM  
May 21: 11AM - 9PM  
May 22: 11AM - 9PM

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## DYC Board of Governors 2017

POSITION	NAME	EMAIL	PHONE	BOAT
Commodore	Paul Haynes	phaynes@salitsteel.com	905-327-6144	Pablo II
Vice Commodore	Captain Bill Sullivan	billsbluemoon665@gmail.com	905-984-0026	Blue Moon
Rear Commodore	Simon Krall	simon.krall@gmail.com	905-401-5692	T-Bone
Past Commodore	Jim White	jimwhite@live1.ca	905-328-6876	Christopher George
Treasurer	Richard Nowina	richardnowina@me.com	905-468-1969	Seascape
Secretary	Tom Schulz	tschulz2@cogeco.ca	905-934-1329	Therapy
Dock Chair	Jeff Newkirk	jeff@precisioncanvas.com	905-933-2560	Cast Away
Entertainment Chair	Thomas Lynam	thomas.lynam@gmail.com	905-322-0351	Hip Hip
Fleet Captain & Infrastructure	Rossco Field	rossfield1@gmail.com	289-214-3193	Virago
Food and Beverage Chair	Don Hetherington	donh@landonmorgan.com	905-641-2476x223	—
House Chair	Ted Chamberlain	tedstunes@sympatico.ca	289-213-8712	Cupra
Learn to Sail Chair	Jason Smyth	jasonjsmyth@gmail.com	905-321-3462	Boomerang
Membership & Communication	Jim Raleigh	jraleigh42@yahoo.com	905-988-3138	Mary O'Reilly
Yard Chair	Kevin Roach	kevinroach@sympatico.ca	905-227-0487	Clipper

### APPOINTMENTS

Club Manager	John Brown	manager@discoverdyc.com	905-931-7119	—
History	Dan Sundry	dansundry36@gmail.com	905-892-3840	Jackall II
Cruising	Sharon Paris	parisail2@gmail.com	905-931-9307	Tara
Racing	Larry Hildebrandt	larry@hilde.ca	905-937-6145	Push
Breeze Editor	Brenda Hazlewood	brendahazlewood@gmail.com	519-410-7677	Blueberry Ripple
Strategic Planning Group	John Krall	jkrall@gmail.com	905-892-5950	Black Magic



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St. Catharines, ON  
L2N 7P5

43.12.291 N 79.15.784 W

DYC Office 905-934-8325 ext 21  
Restaurant 905-934-8325 ext 22  
Fax 905-934-5966

Website: [www.discoverdyc.com](http://www.discoverdyc.com)

VHF Harbour Office Ch 68

CND Customs 1-800-226-7277



# *DYC Calendar of Events*

## May 2017

[Check the DYC website calendar for details and times](#)

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5 <i>Launch Day</i>	6 <i>Masts Up</i>
7	8	9	10 <i>First Practice Race</i>	11	12	13
14 <i>First Just for Fun Race</i>	15	16 <i>Just for Fun Race</i>	17	18 <i>Women's Introduction to Sailing</i>	19	20
21 <i>Just for Fun Race</i>	22	23 <i>Just for Fun Race</i>	24 <i>First Race Night</i>	25 <i>Women's Introduction to Sailing</i>	26	27
28 <i>First Distance Race</i>	29	30 <i>Just for Fun Race</i>	31 <i>Race Night</i>			

## June 2017

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
4 <i>Just for Fun Race</i>	5	6 <i>Just for Fun Race</i>	7 <i>Race Night</i>	8	9	10
11 <i>Just for Fun Race</i>	12	13 <i>Just for Fun Race</i>	14 <i>Race Night</i>	15	16	17
18 <i>Just for Fun Race</i>	19	20 <i>Just for Fun Race</i>	21 <i>Race Night</i>	22 <i>Pickin' on the Dock</i>	23	24
25 <i>Distance Race</i>	26	27 <i>Just for Fun Race</i>	28 <i>Race Night</i>	29 <i>Pickin' on the Dock</i>	30	