



North Channel Yacht Club

Newsletter

SPRING 2014

Late launches

Some of the would-be early-bird launchers were out of luck this spring. The exceptions were Ken and Sharon Barnes, who had their boat at the docks May 2, with the ice barely gone. What were they thinking of? Only a week or so later, Gilles Brunet, following an early dinghy ride, reported Long Point Cove frozen solid. The Spring Planning meeting took place May 3 with the wood stove going strong, and a modest quorum of 31, reflecting a still chilly boatyard.

However, a crew of dock builders was keeping an eye on the weather; rain became the main obstacle. However, the elements relented, and by the middle of May two new dock



Two new docks are in position, anchored and decked.

units were being floated into position. It was a major effort, guided by dock boss Rae Girard, and in four days the job was done, reflecting an extraordinary work party performance by a dozen or so individuals (and not always the same dozen).

Construction of steel frames for a third new T section by Cambrian

College in Sudbury was approved by the membership at the planning meeting, to be installed next year.

Bright ideas wanted

Get out your thinking caps. The Long-Range Planning Committee wants input to three long-range issues: (1) the consequences of falling water levels; (2) improvements to the transfer car; and (3) mast handling.

“I want some feedback,” says committee chair Jon Gill. “I want some bright ideas.”

What has received most attention so far is the effect a drop in the water level would have on boat launching and haul-out. Various ways of extending the rail system by dredging have been considered. But that is not the only worry. Another effect of lower water levels would be the shrinking of the mooring field. That would require a redesign of the layout of the moorings to optimize the number of boats to be moored.

As for the transfer car, Jon observes that “pulling the transfer car up and

FIRST IN - Ken and Sharon Barnes' Walkabout was first to be launched.



down the transfer rail is getting harder and harder.

“Boats are becoming bigger and heavier on the average,” Jon notes.

At the recent planning meeting the idea of some kind of power assist was explored.

Getting the most attention at the meeting was the mast issue. Oral tradition has it that once upon a time on windy winter nights the NCYC dockmaster couldn't sleep at night for the clanging and the banging of halyards against the masts of wintering vessels in the boatyard. It was therefore decreed that before putting boats away masts were to be struck and removed from boats and stored on mast racks - horizontally and silently.

That was a gentlemen's agreement, apparently. According to Jon Gill, there is no club rule that mandates removal of the masts during winter storage. In fact, he argues, there is a good reason for not removing masts, and that is safety. “Stepping and unstepping the masts at the club,” he says, “is the most dangerous operation we undertake, especially while using equipment that is at least three decades old.”

Now that there is no longer a dockmaster resident in the winter, there is no convincing reason to remove the mast of every boat every time it is launched or hauled out, Jon maintains.

At the recent meeting it was agreed to explore what options are available to modify the current mast hoisting system to allow the choice whether to take one's mast down or not. (This privilege is currently only available for smaller boats, whose masts can pass under the A-frame.)

The LRPC has already come up

with eight options - some utilizing the existing A-frame, others using only parts of the A-frame, and still others representing entirely new structures.

Meanwhile, a request for proposals has gone out to the membership, and a trickle of ideas has already materialized.

It is the committee's intention to present a final proposal as to mast handling at the Annual General Meeting this fall for approval by the membership, but Jon emphasizes that the thinking, planning, discussion, calculating and evaluating has to take place well before then.

Work to do

There's plenty of work to do in the boat yard and adjacent grounds and

Another of his plans is to move the picnic fire pit from the beach to the east bank. He feels that where it is now it may present a hazard to the increasing number of small children often playing on the beach. As well, he'd like to put some distance between reveling night owls and docked boats where some members prefer to retire in the evening.

“I'd also like to start a deadhead pile,” says Tom”. “This wood could be used for future projects, such as benches around the fire pit. Between what's in the burn pile and what we collect, we will soon have a decent number of logs. In addition to being used as great inexpensive landscaping materials, they could also be turned into boards.”



Winter wear is still in evidence at first work party

buildings.

New yard manager Tom Baader says he has several projects in mind. One is to do some clean-up around the yard. “For example, the bone yard would benefit from some attention,” he says.

With his budget of \$500, Tom wants to buy some round gravel to replace the sharp material now on the roadways around the club. And if there is any money left over, there are plans for a cedar hedge in the dock box area.

On a more massive scale, Tom thinks it is time to have another go at the rails. "I've heard for years about offsetting the rails," he states. "I think it is time to tackle that project."

Meanwhile, there is work to be done on and in buildings, too, according to buildings manager Piper Curtis, but that is "mostly paint jobs."

Keeping the water clean

Following a complete rebuild of the potable water pumping system early this spring by water manager Mike Dupuis assisted by John Marquette and Richard Fortin, Mike has called for more help to operate the system.

"The daily operations of the system can not be accomplished by one person alone," Mike states. "I am in need of four additional people to share the work load under my direction," he says, explaining his job and other commitments will limit his time at the club this summer.

Additional equipment installed this spring has added to the complexity of the system. The tasks that need constant attention include the operation and monitoring of the filtration, tannin removal, and UV (ultra-violet) systems. Mike is also recruiting two local members to handle emergencies. "This will be an opportunity to become familiar with the new water system," he notes.

Another, "most important" task, **Rebuilt water pump system allows for greater complexity**



previously performed by the dockmaster, is the recording of daily turbidity readings. "This is a task that can be done by any member," says Mike. "It is simple and quick, It should be done as early as possible in the morning to ensure it is not missed. I must stress this point. The Health Unit will shut the system down if this test is not done every day," he warns. "Please take the time to run this turbidity test while waiting for your morning coffee; it takes about the same amount of time."

Convene an event

Quite a few conveners are still needed for various events this summer. This includes several work party conveners, since it was decided that work parties should be convened to re-energize hungry workers with a soup and sandwich lunch. There are work hours to be earned by those convener(s), too.

"Conveners can now document all hours worked," says Anne Phillips, who as the social convener coordinates convening for social events. She points out a binder with helpful information for conveners is available in the clubhouse.

Here are the events for which no conveners have as yet applied: Summer work party, end of July; Family Day, Aug.16; Club Cruiser Race, Aug.17; Fall Work Party, Sept.13; AGM and Batten Down BBQ, Oct.18; Season Close-up, Oct.19. Contact Anne at [tapp\(at\)tyenet.com](mailto:tapp(at)tyenet.com).

Meanwhile, Anne has indicated she would like to turn her job as Social Convener over to someone new. "I have been in this position for many years," she says, "and I would like to move on to other duties within the club." Those interested should

contact vice commodore Thrish Oberg or Anne herself.

Calendar of Events (2014)

June 21

Safety Day

(Use of winch, fire equipment, etc.)

Convened by Fleet Captain

June 21

Commodore's Social

Convened by Bob and Doris Ducharme

Date to be announced

Summer Work Party

Convener wanted

August 16

Family Day

Races, corn roast

Convener wanted

August 17

Club Cruiser Race

Convener wanted

August 30 -- September 1

Labour Day Cruise and

Corn Roast

Details to be announced

September 13

Fall Work Party

Convener wanted

October 18

AGM and Batten Down BBQ

Convener wanted

October 19

Season Close-up

Convener wanted



Manoominike-giizis moonrise over Cockburn Island

Environmental protection for Cockburn Island

More than 22,000 acres of forest, wetlands and inland lakes on Cockburn Island have been acquired by the Nature Conservancy of Canada as “an opportunity to protect one of the highest priority islands in the Great Lakes.”

The property represents a little over 50% of the island, which, says the NCC, features globally rare species and habitats. “The property has 41 kilometers of undeveloped shoreline, and, as a result of our efforts, has become the largest protected hardwood forest in southern [sic] Ontario.”

According to the NCC, Cockburn Island Council and representatives from local sports and conservation organizations have helped to shape a property management plan for the land, and have expressed an interest in collaborating to ensure the land is both protected and enjoyed.

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Commodore	Bob Ducharme
Vice-Commodore	Patricia Oberg
Rear Commodore	Ken Barnes
Treasurer	Carolyn Smith
Secretary	Lise Paille
Fleet Captain	Al Kenney
Water	Mike Dupuis
Buildings	Piper Curtis
Yard	Tom Baader
Social Convener	Anne Phillips
Newsletter	Jake Cornelis

Lake levels rising

Recent Lake Huron water levels were reported 22 cm higher than last year’s seasonal peak in July, according to Environment Canada official Chuck Southam. In an interview with the Manitoulin Expositor, Southam was quoted as saying that this year has seen a larger than average seasonal rise, bringing Lake Huron as of late in May to 16 cm below the 1918-2013 average and making Lake Huron 35 cm higher than the same time in last year’s May.

“If we have a really wet summer, we could go back up to the average this fall,” Southam predicts.

Launch at the Royal

"Launch is Thursday May 8th. at 7:00 a.m. Please have your boat ready to splash and fire up. Thru hulls opened to engine(s), Transom plugs in with teflon tape wrapped around them, Batteries all charged up and checked. Mooring lines attached to boat and ready to go, fenders on and placed on deck. Check that your fuel line valve(s) is/are open (inline) and it's always a good idea to check your fuel filter/water separator for any water or debris. Check that all engine hoses are properly connected and double hose clamped. Please have yourself and two crew ready to help per boat for a safe and speedy launch day! Thank-you all! Steve!" *(Lifted from the Royal Hamilton News by Don and Norma Young: "Doesn't that make you appreciate the flexibility we have at NCYC?")*.



Danger? Keep off? *(Photo by Jakob Cornelis)*

Welcome to new members:

Mike Eaket and family
 Stephen Bradley and family