

March 2011



THE BULLETIN

P.O. Box 29136, THUNDER BAY, Ontario, P7B 6P9 CANADA www.tbyc.on.ca

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The Bulletin is sent by email to **53 percent** of TBYC members! You get IT early & save the club over \$900. Send your email address to: **trekel@shaw.ca**, or by phone at **(807) 623 4863**

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Contact Teresa Kelly:
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Thunder Bay Yacht Club Board of Directors Needed

Anyone interested in joining the THUNDER BAY YACHT CLUB Board of Directors please contact George Petty @ phone w 623-7773 h 683-6411 email gpetty@westrans.com

Volunteer Opportunities

Volunteers needed to stuff envelopes for the monthly bulletin. Contact Teresa trekel@shaw.ca or by phone at 623 4863

ELECTRONIC INVOICE / INTERNET PAYMENTS

TBYC invoices can be sent to you via e-mail. You may also pay TBYC invoices *through your internet banking*. Simply go to your current online banking website and add TBYC to your list of payees. Your TBYC account number will be your phone number (e.g. 807 577 1234) as directed on the Bank site. It is important that TBYC has your current e-mail address for such billing. This is another way to save both you and the club money and it reduces the work load of our volunteer Treasurer! If you wish to use this convenient service, please send your e-mail address to: **Terry Cano, TBYC Treasurer, at tcano@shaw.ca**

JOIN US !!

Annual Pre-Season Sail Racing Skippers Meeting

& Social 7:00 PM, Thursday,
April 14th, 2011 at TBYC
Mission Island Clubhouse



All skippers either racing or interested in racing are invited to attend, discuss & help set policy for the upcoming racing season. Crew is welcome. Snacks and beverages to be served following the meeting. Please RSVP so we have enough for everyone!

berlin@tbaytel.net no later than
Monday 11 April.

Annual Yard Clean Up & BBQ

We are having the annual yard clean up and BBQ on Saturday 07 May, 2011 at Mission Clubhouse yard
Contact Kerry at berlin@tbaytel.net for details.

Attention Boaters Re Licence Application Changes

There are changes in applying for a pleasure craft license. If your craft is powered by 10 hp (7.5 kw) or more you must have a valid license. Since November 1, 2010, to get your free licence, you must mail the following documents to the Pleasure Craft Processing Centre:

1. A completed application form
2. Proof of vessel ownership
3. Signed copy of valid piece of gov-issued ID

The application is available online at www.boatingsafety.gc.ca

For more info contact your local Service Canada Center (www.servicecanada.gc.ca) or visit Transport Canada's Office of Boating Safety (www.boatingsafety.gc.ca) or call wait on hold forever at 1-800-267-6687.

Navigational Notes # 7

What is a Proa? A Proa is a sailing vessel with a longer main hull - the Vaka - that is the leeward hull and is also the location of the mast(s) and sail(s). The windward hull - the Ama - (the outrigger) is shorter and provides stability as well as ballast (counterweight). The Vaka and the Ama are connected by the Akas (Similar to a Catamaran).

The Proa always presents the Ama to windward and this means that the Proa is "shunted" (end for end) rather than tacked. The bow becomes the stern and visa versa. The bow and the stern of each hull are symmetrical (shaped identical).

What is a Crab Claw Sail? Traditional Proa's have a Crab Claw Sail which is the shape of an isosceles triangle with the longer equal length sides joining at the head (of the sail); the shorter side is the foot. The luff and the leach of this sail are fitted with spars of different curvature; therefore, this sail must also be end for ended when the Proa is shunted. The forward corner (the tack) is always attached to the end of the hull - the Vaka - that is pointing forward at the time. This sail is a "loose footed" sail and sail trim is achieved through the mainsheet which is attached to the clew.

What is Steerageway? Steerageway is achieved when the vessel's speed - either in forward or in reverse - is sufficient enough to enable the vessel to answer the helm. Faster speeds and/or a larger rudder increase Steerageway. Avoid high speeds in reverse as this can place damaging mechanical forces on the rudder, on the steering mechanism, and also on the crew via the tiller.

David Wallace

The Mission to Seafarers Fund-raising Dinner

...will be held 6:00 p.m. Friday, April 1, 2011 at the Current River Community Centre, 450 Dewe Ave. (off Arundel St.) Adults \$25.00, Children 12 and under \$12.00. Buffet with Cash Bar (Wine). Tickets must be purchased by March 26 from Mission to Seafarers Rep or call 344-8241. Please come and support this important outreach.

Things to do when you can't go sailing.....

1. **Magnus Theater – Hana's Suitcase – Playing March 3rd to 25th. 345 5552**
2. **Cambrian Players – The Tempest – May 5th to 19th – 622 6753**
3. **Thunder Bay Field Naturalist www.tbfn.net Annual dinner February 27th, 2011
Contact Art 767 1587**
4. **Thunder Bay Hiking Association has weekly outings. Info at www.tbha.ca**
5. **Knitting and weaving lessons can be had at "Threads in Time" located at the corner of Victoria Avenue and May Street. Contact Lyn: 626 9023**
6. **Mixed Darts every Thursday 7 to 10 p.m. at RCL PA Branch 229 Van Norman St.**
7. **Ladies Bowling Tues. 1 to 3 at Mario's Bowl.**
8. **Like to Play Pool - Selectomatic Pool League – J. Mason – 628 5030**



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Maintenance Notes

Painting

Most boats still use gelcoat for the exterior finish. Gelcoat is a resin with high pigmentation content that gives it its color. But gelcoat is used for another reason, and that is as a mold release agent that helps prevent the fiberglass part from bonding to the mold at the time it is laid up. Most gel coats have poor resistance to sunlight and other environmental factors, despite claims to the contrary. Thus, we see the apparently never ending problem of boat finishes fading and chalking.

There are high quality gel coats available that can hold up over the years, like Bertram for example, but very few builders use them because they are quite expensive. Problems can be buffed out and polished. But if you wax your boat and only a few months later it turns dull again, you've got a low quality gelcoat that won't hold a finish.

For boats that begin to oxidize and chalk early on, painting is the only practical solution but it is expensive, but when done properly it results in a finish that can last for a decade or more. In fact, with only annual cleaning and waxing, urethane finishes have been known to last for 15 years or more, even under the harsh Florida sun.

Seventy-five percent of the cost of painting involves preparation. should consider. Old gel coats are often porous and have absorbed years worth of waxes and oils, a condition that reduces the ability of new paint to adhere to the surface. Thorough dew axing and sanding is needed to make sure that contaminants are removed. This is followed by special primer coats that improve adhesive properties. All surface irregularities must be smoothed out, old holes and scratches filled and carefully faired out. There's nothing like a fresh, glossy coat of new paint to show up surface defects. Unless this work is carefully accomplished, all existing surface defects will be magnified and you will not be happy with the result.

To achieve the best result, every possible piece of hardware should be removed. Yes, this is time-consuming and costly, but a good quality result cannot be had without doing so.

Aluminum window frames and sliding doors should not be painted over for several reasons. First, because most frames are anodized and paint will not adhere well. Second, because the frames have stainless steel screws in them, the dissimilar metals cause galvanic corrosion.

Plastic Parts should also be removed before painting, even if you are going to paint the plastic parts. The reason is that painting over the stainless screws will only result in corrosion and flaking.

Painting over caulked joints results in an unsightly mess. Caulking is soft and the paint is hard therefore the paint will crack and begin flaking away wherever it is laid over caulking. For this reason, all caulking must be stripped off prior to painting, and recaulked afterwards.

Decks that have a molded in non skid surface do not take well to painting. Not only can't the surface be sanded, but the high points of the texture will wear the paint away more rapidly and likely leave the surface looking more unsightly than it was before. Carefully consider whether high profile non skid surfaces should be painted. You may want to just paint around them. On the other hand, smooth decks with abrasive material added to the paint works well. Less, rather than more texture is best.

To achieve the best results, boats should be painted when the temperature is between 70 - 80oF and the humidity below 65%. In the north, the window of opportunity is rather short unless the painter has an indoor facility. To get the best price, consider doing the job toward the end of the season rather than at the beginning.

1. Take the time to specify the exact nature of all the preparation work to be done.
2. Specify the primers and finish coats to be used.
3. Specify the nature of the defects that you will or will not accept. These include fish eyes (caused by contamination), dust in finish, runs and sags, over spray and orange peel. Remember that the later are inevitable in all but the highest (and most expensive) quality of work.
4. Don't expect a warranty if you paint over aluminum hardware and trim.
5. Don't pay the full price up front. Pay half down in advance and half upon completion to your satisfaction.

Share your information and Pictures

Do you have any maintenance tips to share? Have you found a product that does or doesn't do the job? Do you have a great mooring spot or boating destination that you'd like to share? Send the info and send in pictures for the bulletin at trekel@shaw.ca and share with the club.