

# Winter's a good time for planning

If you're signed up for this summer's Fundy Flotilla you should already be poring over your charts, studying tide and current tables, browsing websites dealing with the ports of call, and deciding whether to pack an extra bathing suit or an extra set of long johns. (Hint: bring two of each, just to be on the safe side.)

Even if you're not planning to join this summer's Fundy Flotilla, if you're headed for Canada, you should be buying stuff, reading stuff, and taking notes.

Elsewhere in this newsletter you'll find a list of charts and pubs that you should have aboard your vessel. If you rely on your chartplotter, you'll want to be sure to have the chip that covers the east coast of Canada ... as well as the pertinent charts and pubs. I'm sure you've all heard the stories of electronics failing at critical times. Charts and pubs don't fail. Even when they get wet they still work. But you've gotta have them aboard.

Here's another bit of early preparation and planning if you're planning to sortie out of Northeast Harbor, whether with the flotilla or on your own. If you want dock space, contact the harbormaster now and reserve that space. The number is 207-276-5737. Rates run from \$2.25-\$3.50 per foot depending on length of your vessel. If you want a mooring, sorry. They don't take reservations for moorings. Call by cellphone the day of your arrival. Or call on VHF Ch. 9 or 68. Rates run from \$20 to \$45, depending on the ruggedness of the mooring.

If you can't get dock space in Northeast, try Dysart's Great Harbor Marina in Southwest Harbor: \$2.75-\$3.25 per foot, depending on length: 207-244-0117. The free Park Service bus will bring you to Northeast for the flotilla meeting and dinner ... in case you're part of the flotilla.

For flotilla members, no need to worry about moorage and dockage after Northeast. The next port is Cutler, where everyone will be anchored or else rafted to a flotilla boat that's anchored. In Grand Manan you'll have a choice of a free mooring a goodly ways away from shore or squeezing onto a dock (or rafted) with lots of fishing boats for neighbors. I'll be there to help the harbormaster sort things out. What we always ask for is patience, as we can only deal with one boat at a time. Much more on this later.

At the RKYC, there are usually a few dock spaces available and lots of moorings, and the moorings are beefy enough so that boats can raft up on the moorings. The manager of the yacht club reports that boat traffic was down last summer, probably because of the economy, and he expects it'll be on the light side this summer as well. Thus, good for the flotilla boats.

At Gagetown the situation is much as it is at the RKYC (that is, Royal Kennebecasis Yacht Club). At St. Andrews the only docks are the dinghy docks and the docks where you can tie up briefly to take on water, supplies, and passengers. At Eastport there are usually a few docks and a few moorings. In addition to the town docks and moorings,

there are now docks and moorings at Eastport Lobster & Fuel where you can fuel up and have a great meal. Call 207-853-9559 or call the dock manager on Ch. 9.

BTW, those of you who will be in the flotilla, you don't need to write all this down because I'll be passing out information packets that will have pretty much everything you'll need to know about the schedule and the ports of call. But that doesn't mean you shouldn't already be doing (what?): poring over your charts and pubs and websites of the various ports of call.

For those of you joining this summer's flotilla, you should also mark on your calendars Sunday, May 2. That will be our pre-summer flotilla meeting, to be held at Portland Yacht Services, in Portland, Maine. It's an early opportunity to meet fellow flotillians and ask questions and have a cup of clam chowder and pick up whatever packets of information we have ready to hand out at that time. The meeting will run from noon till 2 or 3. Last year we had about 50 people show up for the May meeting. The skipper who took the prize for traveling the farthest distance to the meeting had flown up for the day from Annapolis ... in his own plane.

### **Charts & pubs for Flotilla 2010**

Your chartkit will get you up the coast of New England. After that I suggest the following Canadian charts: 4011 (Approaches to Bay of Fundy), 4340 (Grand Manan), 4115 (Passamaquoddy Bay), 4116 (Approaches to Saint John), 4117 (Saint John Harbor), 4141 and 4142 (the St. John River). Charts 4116, 4117 and 4141 are being revised. The revised editions should be available at chart dealers prior to the summer season.

For tides, get Vol. 1 of the "Canadian Tide and Current Tables." Additionally, "The Tidal Current Atlas for the Bay of Fundy and the Gulf of Maine" is a great resource that gives you the direction and speed of the currents in various areas of those waters and at the various hours before and after tidal highs and lows. You may also want the new edition (it came out in 2009) of the Sailing Directions for the St. John River (ATL 107). You can get these pubs, as well as the Canadian charts, from your favorite chandlery (for example Hamilton Marine, Chase Leavitt, West Marine, and Landfall Navigation).

### **On the Web**

<http://www.mobilegeographics.com:81/locations/2239.html> for the currents in the Grand Manan Channel.

<http://www.waterlevels.gc.ca/cgi-bin/tide-shc.cgi?queryType=showFrameset&language=english&zone=32&stnum=66> for slack water at the Reversing Falls.

<http://www.lau.chs-shc.gc.ca/cgi-bin/tide-shc.cgi?queryType=showZone&language=english&region=5&zone=32> for tides throughout the Bay of Fundy

### **Good advice**

"Twenty years from now you will be more disappointed by the things that you didn't do than by the ones you did do.

So throw off the bowlines. Sail away from safe harbor.  
Catch the trade winds in your sails. Explore. Dream, Discover."  
Mark Twain