

Ile Perrot Yacht Club
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Notre-Dame-de-l'Île-Perrot (QC) J7V 0S6



Aids to Navigation

New IPYC Members

Table of Content

Leaving Port	3
Weather/Water levels	3
Leaving dock/casting off	3
Raising sails	3
Personal Safety	4
Aids to Navigation	5
Lateral Buoys and Bifurcation Buoys	5
Cardinal Buoys (Black and Yellow) North-South-East-West	5
Special Buoys	6
Cautionary (Yellow)	6
Hazard (White with orange diamond shape/bands)	6
Port Buoys and Daybeacons (Green):	6
Starboard Buoys and Daybeacons (Red)	6
Bifurcation Buoys (Red and Green Bands)	6
Other special buoys (See safe boating guide).	7
Local waters	8
Some key areas to avoid	8
Help others in distress if possible	8
Rules of the Road	8
Type of Vessel	8
Between Sailboats	9
Returning to port	10
Lowering Sails/Preparing Boat	10
Docking	10

Leaving Port

Weather/Water levels

Check weather forecasts -TV, Radio, Internet, Marine Broadcasts (WX1) - and plan accordingly.

Sail selection (Jib/Genoa).

Reef on shore or before it's too late on the water.

Water levels above chart datum are broadcast on the continuous marine broadcast (VHF CH25) giving levels recorded at 8AM at Ste Anne de Bellevue, Pointe-Claire and Montreal.

No tide concerns in local waters.

Leaving dock/casting off

Start and warm up engine.

Prepare sails – attach halyards; ensure all halyards, sheets and lines are not tangled; remove chockcords, stow mainsail cover. Have winch handles etc. readily available.

Before casting off lines check harbour for other boats moving about in harbour.

When casting off let go of windward bow line last and use it to guide boat out of your dock space.

(If heading out alone engage engine at dead slow to keep boat away from dock, go forward and cast off both bow lines then return to stern disengage engine and cast off stern lines.)

Engage engine above dead slow to get boat underway; **put engine in neutral as your stern passes bow buoys.**

Proceed through harbour at dead slow speed. Note that boats returning to harbour have priority over boats leaving harbour. Stay close to the end of the breakwater and head toward mark “39”.

Raising sails

While heading to mark “39” remove and stow away fend offs.

When in the area of mark “39” use motor to head boat directly into the wind. Raise mainsail and adjust main halyard tension for wind conditions. Use motor to fall off the wind, then adjust outhaul and boom vang. Stop engine and trim mainsail. You are now sailing! Raise outboard engine out of the water.

Sail under main to a reach and raise headsail (jib/Genoa). You are now really sailing! Enjoy!

Personal Safety

All required safety equipment should be on board (see Guide).

Crew and passengers should know location of safety equipment.

Wear life jackets.

Always wear appropriate footwear.

Have a sharp knife close at hand.

Beware of the boom and loads on sheets.

Communicate.

Tidy up!

Aids to Navigation

Lateral Buoys and Bifurcation Buoys



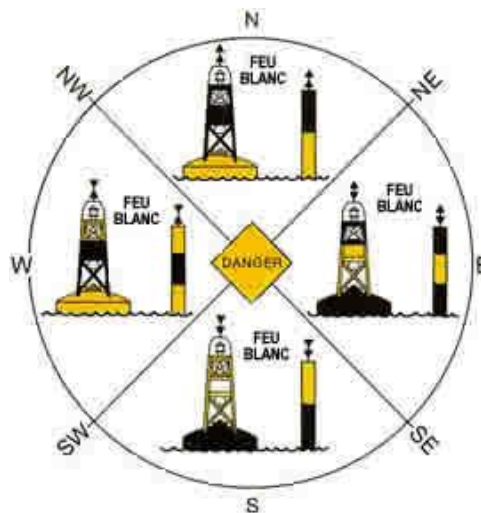
Cardinal Buoys (Black and Yellow) North-South-East-West

North Cardinal - B/Y

East Cardinal - B/Y/B

South Cardinal - Y/B

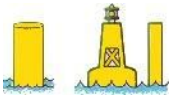
West Cardinal - Y/B/W



Safest waters are on the named side of the Cardinal Buoy. Example: There is an “East” Cardinal buoy off of the eastern tip of Dowker Island. Stay to the east of this buoy to stay in safe waters.

Special Buoys

Cautionary (Yellow)



Indicate danger areas - pipelines, races coarces, firing ranges etc.

Example: A yellow barrel north-west of our harbour entrance marks the location of the water intake pipe used by our neighbours at the water filtration plant.

Hazard (White with orange diamond shape/bands)



Example: Three hazard buoys indicate a shoal north of “DOW”. We call them the “Three Sisters”. Do not enter the triangle!

Port Buoys and Daybeacons (Green):

When proceeding upsteam or heading back to harbour keep these buoys on the left (port) side of your vessel.

Many lateral buoys bear identification letters and numbers (AE29). Port buoys will have odd numbers that increase going upsteam. Example: Going upsteam through “La Passe” the port buoys are numbered AE19-AE23-AE29.

Starboard Buoys and Daybeacons (Red)

When proceeding upsteam or heading back to harbour keep these buoys on the right (starboard) side of your vessel.

Memory aid: RRR or “Red Right Returning”.

The identification numbers on Starboard buoys will be even (AD38) numbers that increase going upsteam. Example: Going upsteam through “La Passe” the Starboard buoys are numbered AE20-AE24-AE28-AE30.

Bifurcation Buoys (Red and Green Bands)

When proceeding upsteam you can pass on either side. Usually denotes the convergence of two channels. The main or preferred side is indicated by the color of the top band.

Ile Perrot Yacht Club

Example: Bifurcation Buoy "DOW" is at the western junction of the "LA Passe" and "Canal Lynch" small craft channels in front of our club. Bands are Green/Red/Green from top to bottom. Going upstream, the preferred channel will be found by keeping this buoy on the left side.

Compass bearing to club from "DOW" to our harbour is 210 degrees.

Other special buoys (See safe boating guide).

Local waters

Lake St. Louis is not a lake but a widening of the Ottawa and St. Lawrence rivers and therefore very shallow. To avoid getting stuck and/or having to make costly repairs, we advise you buy and study chart #1430 of Lake St. Louis.

Some key areas to avoid

1. The areas just west and east of the harbour entrance. Obey our Harbour channel markers. Stay close to the East side of "A" dock.
2. The area west of racing buoy #20.
3. The bay west of boats moored at BDBC.
4. The Three Sisters.
5. North of AD38 up to about 200 feet .
6. A shoal east of the westerly entrance to Dowkers Bay
7. Pipeline just west of LRYC and north of racing buoy 34.
8. Area ¼ mile east of PCYC. Obey channel buoys from there on.
9. South-east of Seaway towers towards Windmill Point.
10. Area near Windmill Point (obey channel buoys).
11. Small channel at Dowkers.
12. Triangle west of Dowkers to Channel markers.
13. Stay at least 100 ft off-shore in all areas.
14. Stay North of the yellow can marking the water intake for the water treatment plant.

Help others in distress if possible

Help anyone who is in trouble: it's a basic rule of sailing!

Rules of the Road

Type of Vessel

A boat under power is obliged to give boats under sail, paddle or oar the right of way. Most do! Some don't. Beware! Therefore it is considered courteous and wise to avoid tacking in a busy channel.

Between Sailboats

There are a number of rules which regulate who has the right of way when two or more sailboats meet

The ones that apply to all are:

- A. Boats on Port tack give way to boats on Starboard tack.
- B. Windward boats give way to leeward boats and an overtaking boat gives way to a boat being overtaken.
- C. Even if you are the right of way boat you have to give way if the other boat is running out of water or approaches a fixed hazard.
- D. A boat in the process of tacking shall keep clear of other boats.
- E. Although these are the rules of conduct, never trust that the other person knows them or will obey them. Call out your intention or that you have the right of way. E.g. Starboard vs Port.
- F. A basic rule of sailing is that you help anyone who is in trouble!.

Returning to port

Lowering Sails/Preparing Boat

At or near mark #39

- A. Head boat into the wind, bring main in tight, lower and stow jib/genoa and sheets.
- B. Start engine, stay head to wind at slow speed and lower, flake, stow and cover mainsail.
- C. Attach fend-offs and bring boat hooks on deck.
- D. Enter harbour at low speed and watch for boats leaving.

Docking

- A. Take as long a run at backing into slot as possible - be aware of and compensate for side wind.
- B. Slip motor into neutral when propeller passes bow-mooring-line floats.
- C. Attach stern lines and if alone put motor into forwards to attach bow lines.
- D. Tie off halyards to keep friends and neighbours happy!
- E. Stow all gear, lock up and join fellow sailors for a cold one!
- F. Brag about your sail and listen to others- you'll learn, and their advice is usually free!