



# SAILPAST



August, 2018

*The friendliest club on the lake .....here's why!*



RCYC Cruise - copyright A. Barkhouse

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*Frenchman's Bay Yacht Club*

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requirements.

**Reminders**

***Please keep the kitchen clean  
after use.***

***Wash and dry the club dishes and  
return them to the cupboards.***

***Please also sweep or wipe the  
floor.***

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## Commodore's Report



Greetings FBYC,

Can you believe it's August already and September is lurching right around the corner? It's obvious I shouldn't be complaining as four short months from now we will be signing Christmas carols and day dreaming of cruising in a warm breeze with friends and family.

Lets start with the weeds – 2018 has been one of the hottest yet and with that heat and sunshine the weeds have popped their ugly heads in our bay – This is bringing me back to 2014 season although these weeds do not seem to be the same species. The channel remains relatively clear compared to the bay so ensuring to do not deviate from the marks is essential. A special thank you to Stuart Robinson & Glen Dickson for their work in clearing as much of the weeds as possible between docks and along the service dock – another note to thank the volunteers in helping move the pile of weeds pulled. As a board we have had discussions on maintenance and hope to keep the weeds at bay for the remainder of the season.

Friday night dinners have been quite popular this year with many members

coming out to enjoy many of Chef Izzy's creations on a weekly basis. We have had a great turnout to many of the dinners although we have had quite a large number of last minute cancellations, which has put significant strain on the planning and execution of these great evenings. We all know the hard work and planning that goes into putting together a meal for 50+ people and we ask that if you are not able to make it you provide ample notice. We all look forward to our Chef Izzy dinners and this notice will make the world of difference at keeping costs down and quality up.

Our cruising calendar is well under way with 2 upcoming cruises for September remaining. A big shout out to Michael Brajac for a great schedule in 2018 thus far but also John Redman, Mark Chin and many others who have help organize these great days ensuring our visitors are assigned slips and welcomed to the club. For anyone who hasn't seen the reviews from visiting members – Let's just say they are blown away by the FBYC hospitality. It's fantastic to hear the great feedback we've received and I can't help but feel it's putting FBYC on the map.

Last but not least – A shout out to Tom Wood and team for a great regatta weekend. Between the meal, the band and the amazing company – It was a weekend to remember – Thank you to everyone who came out to support the club.

As always – if you have any questions, comments, concerns or feedback – feel free to drop me a line at [commodore@fbyc.ca](mailto:commodore@fbyc.ca).

- Samuel Cummings, Commodore

## Harbour Notes

Planning Session for the South Wall Replacement:

We have a large task ahead of us if we are to proceed with the south wall replacement. From planning to demolition of docks to armour stone construction to re-building of the service dock etc, we need to get started.

I'd like to start the process by asking for 4 to 6 members to sit down for a couple of hours later in September to plan the new wall and service dock.

Email me if you are interested.

- Greg Greason (greason@pathcom.com)

## Duty Officer Shifts

Just as a reminder to members who still have duty hours for this season, the following is the published schedule for the coming weeks.

This is the *original* schedule from the spring and does NOT include any changes and substitutions members may have made since it was originally published.

Green Shift: 1400-1800 hours

Red Shift: 1800-2100 hours

01-Sep-18	Green	Walsh, Christine
01-Sep-18	Red	Greenhalgh, Richard
02-Sep-18	Green	Richardson, Stephen
02-Sep-18	Red	Mueller, Marcus
03-Sep-18	Green	Barkhouse, Andrew
03-Sep-18	Red	Duarte, Bryan
04-Sep-18	Red	Brajac, Michael
05-Sep-18	Red	Graham, William
06-Sep-18	Red	Alexander, David
07-Sep-18	Red	Duarte, Bryan
08-Sep-18	Green	Bow man, Mark
08-Sep-18	Red	Bow man, Mark
09-Sep-18	Green	Schulz, Roger
09-Sep-18	Red	Hughes, Brent
10-Sep-18	Red	Costar, Nick
11-Sep-18	Red	Greason, Greg
12-Sep-18	Red	Guerin, Kevin
13-Sep-18	Red	Zagrodney, Bruce
14-Sep-18	Red	Fulton, Ed
15-Sep-18	Green	McNally, Michael
15-Sep-18	Red	Robinson, Stuart
16-Sep-18	Green	Thompson, Miles
16-Sep-18	Red	Villani, Tony
17-Sep-18	Red	Castle, Craig
18-Sep-18	Red	O'Donnell, Byron
19-Sep-18	Red	Faria, Bill

## In the News

World Sailing offers a Racing Rules Question & Answer (Q&A) service that is available publicly through their website, [www.sailing.org](http://www.sailing.org). Questions are submitted to the World Sailing Q&A panel, answers to questions that are considered to be of general interest are published online. These answers are solely to assist Race Officials in applying the rules consistently.

Please find the most recent Q&A's below:

- <http://www.sailing.org/87562.php>

Q&As will be sent to Sail Canada race officials as they become available through World Sailing. Please note that Q&As may also be accessed on the World Sailing website:  
[http://www.sailing.org/raceofficials/qandaservice/doc\\_list.php](http://www.sailing.org/raceofficials/qandaservice/doc_list.php)

Sail Canada  
Race Management Sub-Committee

## World Sailing Race Management Seminar

November 9-11 2018, Toronto, ON

World Sailing's Race Management Seminars are intended to improve the standard of regional/group race management and assist people who wish to become an International Race Officer.

The World Sailing Seminar is a requirement of certification and recertification for International Race Officers and is accepted as part of the recertification requirements for Sail Canada Regional or National Race Officers.

### **Location:**

National Yacht Club  
1 Stadium Rd. Toronto, ON M5V 3H4

### **Registration:**

The fee for the seminar is \$430 and includes morning coffee/tea service and lunch each day. Candidates must register for the seminar by October 24th 2018.

## 2018 Women's Keelboat Championships

Mimico Cruising Club (MCC) will be hosting the 2018 Women's Keelboat Championships from September 13 - 16 2018. Located in beautiful Humber Bay Park West in Toronto, ON, MCC offers sailing right on Lake Ontario and has a strong reputation in the sailing community as a welcoming club that strives for excellence. Racing will be in Sharks.

MCC is excited to deliver an event that will provide great pre-race training with Ontario Sailing Coach Thomas Fogh, challenging racing, and engaging social activities, while working to raise the bar for competitive women's sailing.

Registration for the Women's Keelboat Championship is open - get your team together and register today! Registration fees increase after August 15th 2018.

Loaner boats are available and allocated based on date of registration payment.

If you have questions about the event or need any additional information, please email Event Chair Debbie Jeffcoatt ([debbie2018scwkc@gmail.com](mailto:debbie2018scwkc@gmail.com)).

## Brent and the LO600

***Brent Hughes recounts his experience sailing the LO600 this year. Dated July 18, 2018***



Hi all.

My phone, text and email has been pinging non-stop since I called the LO600 Race Committee at 7am to inform them that Pearl is retiring from the LO600, and heading to Sodus Bay YC, 15 nm from the Ford Shoal buoy, where I'm sending this message from.

I thought it would be easier to type it once and send it out, then to send multiple messages to multiple people....so please accept my apologies if you've "heard some of this before".....

Firstly, I'm ok. And Pearl is ok. No injuries, no breakages, no minor catastrophe led to my decision to retire from the second lap of the lake, this year. It was just a decision made.

This was my 10th solo circumnavigation of Lake Ontario on Pearl, and my 19th circumnavigation of the lake in the LO300/LO600. This was also my FIRST ever retirement from a distance race in my life....so the decision was not taken lightly.

But there's two main adages that I like to live by; the first one I read in a sailing book years ago, and it states "An accident is nothing but a

series of incidents that go unresolved", as in....small problems get bigger, and compound or cascade quickly, thus leading to an accident.

The second was said to me by Wally McMinn, from the GLSS, my mentor when I started sailing solo with the group. He said, "sail hard and sail well, but if things go wrong, ALWAYS, keep enough energy to make it safely to a port.

Both scenarios have this just played themselves out, and I believe I've done the right thing.

First, the lightning, storms, and massive (and I mean massive) wind shifts Monday night kept me up, awake, and on my toes all night long.

Second, when the promised wind filled in from the NW early Tuesday morning, I realized that Pearl had dropped 10 boats in the fleet, and that my competition had significantly closed the gap on Pearl. Hence, I hand steered (on no sleep), from 0500 until the very windy upwind finish at PCYC at 1405hrs. Job complete. 1st solo SH2, 1st overall solo (both divisions), and 8th overall in the PHRF Sperry Cup standings. Happy.

I planned to start the second lap, pop the kite, set the auto for 103 degrees for 130 nm....and get some rest. But that's not what happened.....



Third. It was VERY puffy at the start/finish line at PCYC so up went the A3. It didn't last. Within 10 miles I swapped it the much larger A2. It too didn't last. The wind came back....with a vengeance! And shifted more N than NW. Down came the A2, out went the Genoa.

Fourth, the waves build quickly. The wind built as well. Quickly well beyond the forecast. All good. No issues. Fun, so far.

Fifth, just after sunset, I went to start the motor to charge the batteries. I'd maintained a half hour charge schedule every 6 hours throughout the first half of the race. Because the auto helm had been "working", I cut this in half, to 3 hours..... I went to start the motor. NOTHING.

Sixth. Uh oh. Try battery 1 again. Nothing. Try battery 2 (house), nothing. Try both. Nothing!!!!!! Darkness coming. I shut off everything. Even the main battery switch. Wait 5 minutes.....at this time I see a ship behind me (no issue, just see him in the downbound lane, I'm just north of it). And, lucky me, at exactly the same time, a light comes over the horizon in the upbound lane (I'm just south of it) but I NEED to get this going. I say a little sailors prayer, turn the power on to battery 1, turn the key, And there's the slightest movement.....finally it roars to life!!!! Crisis averted.

Seventh. But....the two ships. I check Marine Traffic, hail both, let them know I'll stay between the lanes and not be an issue for them. All good. Both captains appreciate it.....but (again), the waves are now....big! The upbound ship is very slow coming into it. The downbound ship is very slow to pass as I'm surfing up to 11 knots under whites.....I'm stuck hand steering (while charging the batteries), between the lanes (and thus high of my course to the Ford Shoal marker by 20 degrees), for an hour and a half.....



Eighth. I finally get to turn down. Now it's really blowing. I reef the mainsail. I take in half the Genoa on the Furler...but I am careless in my tie off (more on this).....

Ninth. Both Upstart and Pearl are hailed by a cruising boat, a mile or so (????) to leeward, informing us his course is 115 to Sodus Bay (ours is 105 to Ford), all good...but I cannot get a visual on him with the far off lights of Rochester (any of you that know this shore knows there's a ton of random lights here). All good, but.....

Tenth. I'd like to fix this knot in the Genoa Furler line, furl it completely, and get a smaller headsail and the headstay rigged...in order to do that, I need to turn dead downwind, blanket the Genoa with the main to ease the load, and work out the knots in 10 ft swells....but I can't get a visual on the cruiser, and don't want there to be a bigger problem (read accident) with him, so I soldier on.

Eleventh. I've charged the batteries for 2 hours now. Allow the auto helm to run for 1 hour while I have 3 catnaps, and start the motor. The starting battery is A-OK, but when I switch to "house", the RPMs drop big time, telling me there's a real big drain here!!!

Twelfth. So....now it's 3 am. I'm 40 or so miles from Ford Shoal. Again. All is still ok.....but you can see how these incidents are compounding.... I do not have enough fuel to run the engine to charge the batteries every hour for the next two days (remember I'm entering day 4) And I do not have enough personal "fuel" to hand steer too much more without some serious rest!!!!

Thirteenth. The Ford Shoal marker is just that. A Shoal. A big nasty Shoal 4 miles from Oswego Harbour, with a small window for the rounding. Should these incidents all become an accident near there.....then I have a real problem.

Fourteenth. The wind is going to continue out of the N and NE for a while yet, with a long slog (30 miles) back up to Main Duck. Then go west.....see what I mean???? Lots of waves. Lots of wind. Charging issues. Fuel reserves. Personal fatigue.

This all has the potential to get un-fun really quickly.....my decision was made. But I kept quiet about it until I made the call at 0700 to the RC. At 0700 , still 10nm from Sodus Bay, I called Monica and told her, altered course to dead downwind and fixed my Furler issue. Then I sailed right to the harbour entrance before I engaged forward gear on the engine, officially ending my LO600 session.....

The kids and I are heading to the 1000 Islands in 9 days. Pearl is in one piece. I'm in one piece. My initial goal of finishing the LO300 was completed. The win was the icing on that cake.

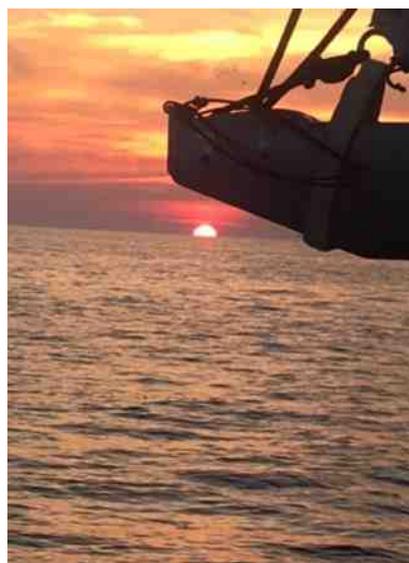
So the LO600 Solo is left unfinished for Pearl in 2018. I'm ok with that. 10 of us signed up this year. I was the 8th to retire (!!!!). There's two left; please keep cheering Bert Barrett on Upstart (double handed) and Geoff Roulet on Jeannie (fully crewed) to the finish line.

I made the right decision. I am sure of it. The incidents did not become an accident. And I had enough personal fuel to get to shore.....but not much more. I am very tired. Very very tired.

I'm going to now have a giant shot of Jameson, alone, raise a toast to good seamanship....and then go to sleep.

Thank you all for your support.

Brent and Pearl  
Sodus Bay YC



## Regatta Gone Wrong!

The weekend of July 21st and 22nd started off like any other regatta at Port Credit Yacht Club. Connor McNeil had the Lasers and Robert Lalonde had the Opti's. The beginning of the regatta started on Saturday with moderate winds and waves. Most of the racers competed the 4 races that day but some came in with hits to the head and needed to be assessed by medical for concussions. The wind continued to howl for the rest of the evening and into the night with halyards clanging and surges coming into the harbor for most of the night. By Sunday morning we had rain and more wind. Not a nice start to the day. Our team assembled in the race tent to await the decision of the race committee to abandon the day or attempt to get one more race in so that the top racers would have an opportunity to drop a bad finish on the first 4 races the day before. None of our kids rigged that day because of the conditions that were steadily getting worse. There were also warnings on several weather apps that the wind would increase and heavy rain was forecasted for mid day.

By 9:30 the discussion was made by the race committee to go out and get one race in. Many of the kids and Coaches were in disbelief but summoned the courage to go out and race that day. Three Radial Laser racers ( Noah , Rachel and Maddi S ) all got rigged and on the water before any other racers on their course. They waited out in the wind, waves and rain for ½ an hour on the course before anyone else arrived.

The race began.... And was finished by our three laser racers but not before the mayhem began.

The waves and wind increased twice the amount by the end of the race. The squall that was forecasted had started to show its ugly face. The rain became hard and painful to their faces. The wind was whipping their sails in every direction. The team was instructed to head in to safe harbor by the Race Committee and Connor started to escort them in. Their race course was the first to go in.

With tremendous wind, huge waves breaking at the west and east rocky wall entrance to the harbor our three racers made it in safely to the dock to get their boats out of the water.

Not everyone was doing as well as our team to get in safely.

Connor was nowhere to be found. Was he safe, was he still out there in the massive storm?

Kids were coming in from the lake at break neck speeds, I have never seen dingy boats sail so fast in all my life. It looked so out of control and extremely scary to watch. Kids had that terrified look in their eyes, they just wanted to get to safety. Boat masts were broken, boats damaged, and kids utterly soaked and battered.

While our three kids were safe and had stories to tell everyone they still went to help others who had lost control of their boats. Noah helped a younger boy from another club who has lost his ability to sail his laser into the ramp to get it out of the water. He was frantically paddling at the front of his boat to get to the dock. His sail was pushing him further away from where he wanted to be out of the water and off his boat!!! He finally made it over to the dock but his lines were all tangled up in the coach boats tied up along the dock. He couldn't get out of his boat quick enough. Noah offered to get into his boat to sail it back to the loading ramp and Rachel and Maddi noticed that all the lines were tangled. The two girls jumped into action and unraveled the lines while Noah held on to whatever rigging he could to get control of the mainsail. While holding lines with his hand at the boom and using the rudder he was able to get the boat to the ramp and safely removed the boat from the water. Amazing to see these beautiful, wonderful children help others when no one else even bothered to help. No other clubs assisted just our FBYC kids. That was just the first act of our angels at work.

Meanwhile on the water was pure carnage and rescues were under way by the coaches. When Connor knew his kids were safe he started rescuing kids from other clubs. He started off with a laser sailor who had a broken mast and couldn't sail in. She was close to the rocks and Connor grabbed a hold of her tow line and brought her in. He went back out to the lake over and over again to get as many kids off the lake as possible. Some teams lost thousands of dollars worth in boats to the rocks along the shores. Coaches risked capsizing and their own safety to pluck kids out of the cold waters of Lake Ontario. Once we had sight of Connor we as parents were relieved he was accounted for but terrified at the idea of him going back out into the storm over and over again. One child after another was brought in by Connor and other coaches as fast as their coach boats would take them. Breaking all the rules of no wake and speed limits in the harbor. Some boaters in the harbor had the audacity to yell at the coaches to slow down. They obviously have never had to rescue a scared child from the grips of a powerful storm.

Rescue services were also on land and in the water from Police, Fire, Paramedics and Coast Guard but according to the coaches that were out there they didn't do much to assist the teams. Their boats were difficult to maneuver in the massive waves and they were unfamiliar with the sail boats out there. The coaches were the ones who knew how to get their boats alongside of the sailboats to rite them and to get the kids back in them to sail them back if possible. The coaches were encouraging and giving instructions to the racers on how to help themselves. They were calm and efficient. They prioritized who need help and who needed to be saved!

Once all of the kids were off the water everyone could try to relax. Kids were scared and relieved that they made it through a very difficult 2 hours of hell. Coaches were very emotional. The ones that did stay out on the water to assist in the rescue were very angry that their kids were put in that predicament at all that day. The coaches huddled together to

offer comfort to each other just as the teams of racers did that day.

I can't really report on the Opti's experience that day but I am sure that Robert and the three racers out that horrible day would have a lot to say as well. I do know that all of that team did not lose any boats but one racer did get injured when her boat hit her in the head when she was being rescued. She was assessed by medical and she thankfully will be ok.

I just want all of our members at FBYC to know that we have amazing kids at our club. They are above all else compassionate, helpful, kind and very brave. They are respectful and wonderful children who happen to race. I am so proud of all of them and our coaches are amazing.

When you see the kids out on the water or watch them train during the week be proud of them, encourage them, and respect them as sailors. They have amazing stories to tell about their regatta at Port Credit this past weekend. They need our support and understanding to give them the courage to race in their future regatta's this summer.

Noah Hastings placed second in the Laser fleet and was on the podium. Maddi S and Rachel placed first and second for top females in the laser fleet. In saying that all of the racers competing in the Four Sister and Steers should be commended for their efforts and how they represented FBYC.

Our many thanks and appreciation also needs to go out to Connor and Robert. Without their training, maturity and empathy for others it could have been a very tragic day. They risked everything to save others and for that we are all truly grateful to you both. You kept our racers as safe as you could given the circumstances that you were both faced with.

- Laura McNeil

## Cruising Notes

Labour Day Island Yacht Club Cruise—  
Sign up sheet is re-posted. There have been a few cancellations so you can likely be accommodated. E-mail me with your boat details or sign up at the bulletin board. If you have signed up and cannot make it, please let me know as soon as possible.

THSC—September 15/16—Cruise is full, however there will likely be cancellations. If interested, please add your name to the wait list on the bulletin board.

RCYC and ABYC Cruise—Thanks to all the members that made these clubs feel welcome. ABYC was so pleased that they want to visit our club every year on the August long weekend. Thanks also to the extra duty officers that volunteered for the day—John Flood, Bob Stobie, Mike Rennie, Rick Carlaw, Ian MacKimmie and Bob Hess who started his regular shift early.

There was a great time by the FBYC members that attended both these cruises.



City Skyline - copyright A. Barkhouse



Island Church - copyright D. Wysocki



RCYC Terrace - copyright D. Wysocki

There are a number of new members with various backgrounds. I am going to add a little feature to this column titled “Did you know?” The purpose of this is to highlight various marine regulations and safety information--some of which may be lesser known than others. I welcome any contributions you may have to this section.

### ***Did You Know?***

In case of an emergency on the water you can reach the Canadian Coast Guard by dialing \*16 on your cell phone. This will help save time in getting the proper services notified compared to dialing 911 which is more accustomed to dispatching land based services. Your marine radio should be the first choice on Channel 16 as others will hear your call and may be able to help if they are nearby. Your radio signal can also be used to triangulate your position—something that is more difficult with cell phone signals. In US waters, if your radio is inoperative or you cannot make contact, 911 is your next choice.

- Mike Brajac

## Back and Forth

*In the third of many articles, Bob Stobie shares his flying experience on flights to and from Florida.*

### BACK AND FORTH TO FLORIDA BY CESSNA

October 2013

By this time Jack Fornear had given up on shuttling back and forth and bought a Cessna 150 to keep in Florida, while leaving FINO in Canada. However, Kingsley Chen was checking around to see if anyone was interested in helping him fly C-GDKC, his C172 Cutlass retractable, down to Marco Island Airpark in South Naples. I volunteered and Jack vouched for my credentials.

Kingsley and his wife Daisy do not drive back and forth, so that anything to go between their homes has to be carried in the plane. He has his annual done at Leggat's in Buttonville, and he likes to move the plane there from Markham the day before leaving and load it up there, taking advantage of the longer runway at Buttonville.



Kingsley and his baby

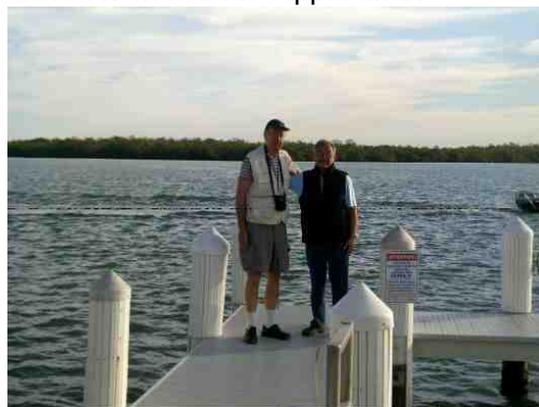
We had to wait until lunch time for the weather (ice pellets) to improve around London before we left for Sandusky. Clearing there we were warned that

airport was closing and that in the future we would have to go to Port Clinton, about five miles further west.

South to Knoxville TN, which has a fairly large airport. We arrived just as it was getting dark. We left DKC at the TracAir FBO and checked into one of a number of nearby motels. The FBO was somewhat famous for a sign in their lobby advertising "Overnight tiedowns available, if you are into that sort of thing"

The next morning the temperature was below freezing, colder than in Toronto. We had to wait until 11:00 for the fog to disperse and the ice melt on the wings. We refueled in Cross City, just inside Florida south of the Georgia border and arrived at Marco about 16:00 after an uneventful flight.

We were thankful when the car started up after being left unattended for six months, although it did have a solar cell trickle charger. For the trip home Kingsley drove me to Fort Myers airport, which has non-stop Westjet and Air Canada flights back to Toronto. Daisy flew down on the plane that I went back on; saved Kingsley a trip. We met in the departure lounge and I arrived home about supper time.



The intrepid voyagers at Marco Island Harbour

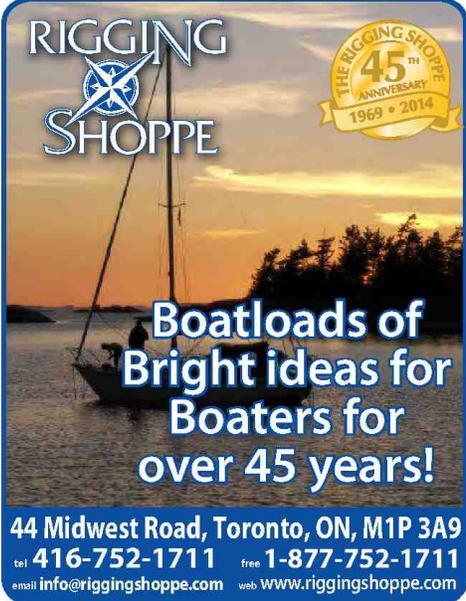
## Easy Recipes for Sailors

### Sailors Stew

- 1 (3 pound) boneless chuck roast, cut into 1 inch cubes
- 1 cup all-purpose flour
- 1 tablespoon vegetable oil
- 1 large potatoes, peeled and thickly sliced
- 2 onions, sliced
- 2 large carrots, sliced
- 1 (8 ounce) package fresh mushrooms, quartered
- 2 (12 fluid ounce) cans beer
- 2 cups beef broth
- 2 tablespoons soy sauce
- 1 teaspoon whole black peppercorns

1. Preheat the oven to 350 degrees F (175 degrees C).
2. Place meat in a plastic bag with the flour. Toss to coat evenly.
3. Heat oil in a heavy skillet over medium-high heat.
4. Remove beef cubes from the bag, and shake off excess flour.
5. Brown beef cubes on all sides, and remove to paper towels to drain.
6. Place potatoes on the bottom of a 3 quart casserole dish or Dutch oven.
7. Place the beef cubes over the potatoes, then cover with carrots and mushrooms.
8. Pour in the beer, beef broth, and soy sauce.
9. Toss in the peppercorns.

Bake uncovered for 2 hours in the preheated oven, or until meat is very tender.



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## Upcoming Events

### Social Events

Every Friday Night (7:00 pm) - Pub Nights  
in the Regatta Room

### Club Business

Monday, September 10 (7:30 pm)  
- Board meeting

Monday, September 24 ( 8:00 pm)  
- General Meeting - Elections

### Yoga

Thursdays (7:30 pm)  
- beginning September 27

### Racing

Wednesday Nights - Summer Series

Thursday, August 23 (tentative)  
- Single hand series

Saturday, August 25 (tentative)  
- Pursuit Race

Thursday Nights - beginning September 6  
- Single hand series

Sundays, beginning September 9  
- Fall series

### Cruising

Saturday, September 15  
- THSC Cruise

### PARA

Tuesday, September 11 (1900-2130)  
- Executive Meeting

## A Little Humour

- Do not argue with an idiot. He will drag you down to his level and beat you with experience.
- I want to die peacefully in my sleep, like my grandfather.. Not screaming and yelling like the passengers in his car.
- We live in a society where pizza gets to your house before the police.
- Evening news is where they begin with 'Good evening', and then proceed to tell you why it isn't.
- If you think nobody cares if you're alive, try missing a couple of payments.
- Why does someone believe you when you say there are four billion stars, but checks when you say the paint is wet?
- The shinbone is a device for finding furniture in a dark room.
- Laugh at your problems, everybody else does.
- Artificial intelligence is no match for natural stupidity.
- Always borrow money from a pessimist. He won't expect it back.
- You do not need a parachute to skydive. You only need a parachute to skydive twice
- Worrying works! 90% of the things I worry about never happen.
- A bargain is something you don't need at a price you can't resist.
- When you go into court, you are putting your fate into the hands of people who weren't smart enough to get out of jury duty.
- Children seldom misquote you. In fact, they usually repeat word for word what you shouldn't have said.
- Good health is merely the slowest possible rate at which one can die.
- If Bill Gates had a penny for every time I had to reboot my computer...oh wait, he does.
- Do you realize that in about 40 years, we'll have thousands of old ladies running around with tattoos?
- Drink coffee! Do stupid things faster with more energy!
- Just about the time when you think you can make ends meet, somebody moves the ends.
- A fine is a tax for doing wrong. A tax is a fine for doing well.
- Ham and Eggs: A day's work for a chicken, a lifetime commitment for a pig.
- The human brain is a wonderful thing. It starts working the moment you are born, and never stops until you stand up to speak in public.
- Never agree to plastic surgery if the doctor's office is full of portraits by Picasso.
- A hard thing about a business is minding your own.

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