



# SAILPAST



February, 2019



**Coming on Friday, March 15!**

**St Patricks Day Celebration at the club!**

## Of Interest.....

Chicago blues man John Primer has Deep South credentials: before moving to the Windy City when he was 18, he lived in Camden MS.

Twice nominated for a Grammy Award, Primer and his Real Deal Blues Band play Town Hall 1873 in Port Perry on Feb. 28.

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*Frenchman's Bay Yacht Club*

### **Editor**

*Ron van der Wees*

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Printed: February 2019 in Pickering, Ontario.

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1/2 Page - \$155.30 per annum for 12 issues.

Full Page - \$215.05 per annum for 12 issues.

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## St Patricks Day



St. Patrick's Day, named for Ireland's patron saint, is celebrated around the world on March 17 with parades and other festivities.

The earliest parade was held in the 1760s in New York City by Irishmen serving there in the British military. During the 1800s, when Irish Catholic immigrants faced discrimination in Protestant-majority America, St. Paddy's Day parades became an opportunity to show strength in numbers.

Today, cities across North America have longstanding traditions of St. Patrick's Day parades, and the holiday is commemorated by people of many ethnic backgrounds. However, in Ireland, where St. Patrick's Day has been a religious feast day since the 17th century and a public holiday since 1903, it wasn't until the late 20th century that the government started sponsoring a large-scale, international festival and parade in Dublin, the capital city. Low-key observances were typical into the 20th century, and until the 1970s many pubs were closed for the day. (Before the pub rules changed, the Royal Dublin Dog Show, which fell on St. Patrick's Day, was a popular destination for dog lovers and non-dog lovers alike because it was the

only place in the city where alcohol was sold legally).

Starting in the 1920s, there was a military parade in Dublin. In the 1950s, the parade's focus shifted to promoting Irish industries but by the 1970s it had become a more standard procession, intended to entertain. In the mid-1990s, the Irish government, in an effort to boost tourism, launched a multi-day St. Patrick's Day Festival, featuring a parade, performances and other events. The annual parade now attracts more than half a million spectators, many of whom sport shamrocks and the colors of the Irish flag, green, white and orange. (Irish eyes weren't smiling in 2001, when the parade was postponed for two months due to an outbreak of foot and mouth disease.)

On the island of Montserrat in the British West Indies, St. Patrick's Day is a public holiday that's celebrated with a weeklong festival and parade. The island was colonized by Irish Catholics in the 17th century and early generations of European settlers were Irish. Nicknamed the Emerald Isle of the Caribbean, Montserrat's official passport stamp is a green shamrock.

Among the many other locations where St. Paddy's Day now is observed, Montreal is the site of a large annual parade that's been held continuously since 1824. There's been a parade in Tokyo, Japan, since 1992, and one in Oslo, Norway, since 2000. Auckland, New Zealand, has had a parade and festival since 1995. People there can get a jump on the majority of the planet when it comes to celebrating St. Patrick's Day, as Auckland is 13 hours ahead of Dublin and 17 hours ahead of New York City.

## In the News

### PHRF-LO

PHRF-LO presented the 2018 Chapman New Racer Award 2nd Toronto East District to FBYC member Bill Graham - Caer Urfa and 3rd Toronto East District to FBYC member Cameron Young - Sarabella at the Toronto International Boat Show on Saturday 19 January.

The New Racer Award is for novice racing sailors to encourage them to participate in as many races as they choose and continue their involvement in competitive sailing. For the 2019 season this trophy will be displayed at the Port Credit Yacht Club the home club of the overall winner Roger Broad - Toronto West District.

The Executive at PHRF-LO extend our congratulations to Bill and Cameron and their crew aboard Caer Urfa & Sarabella!



Owen Schneider (Toronto East District Chief PHRF-LO),  
Cameron Young,  
Brian Thomson (Chief Handicapper PHRF-LO)

## Sail Canada

The 2019 Sail East Championships will be held at Shediac Bay Yacht Club in New Brunswick from August 1-4, 2019 in Shediac, New Brunswick.

There will be two days of training and two days of racing for 7 fleets including Optis, Laser 4.7, Laser Radial, Laser, Club 420, I420, and 29ers

### **Coleman For you!**

As a result of Sail Canada's membership with the Canadian Safe Boating Council, all Sail Canada members get a 30% DISCOUNT on all online purchases through any Coleman Canada website in 2019. This discount applies to the full line of Coleman Canada products - including Stearns PFDs, tents, sleeping bags, coolers and all sorts of outdoor camping gear, and Sevylor inflatables.

First - Log into your Sail Canada profile to access your coupon code.  
Then - visit the Coleman Canada website, and enter your code at the checkout.

## Vice Commodore

Valentines Day has passed and I hope everyone had a Very Happy Valentines Day.

Spring is almost here and thoughts of getting the boat ready is exciting, as we anticipate milder weather so that we can install all the goodies that we got at the boat show. The last couple of weeks have been brutal as the snow storms keep coming in record setting snow fall. This has distracted us from our focus of sailing the great lakes, Caribbean and the Mediterranean.

Eventually, the snow will melt and the weather will warm up. Soon it will be June 1st. The day that we will celebrate our Sail Past, the opening of the sailing season. Please mark June 1st on your calendar as we are planning an amazing time with a Rock and Roll band for entertainment and our famous Chef Izzy will be back with her delicious food for Sail Past Dinner. Details to follow in our next news letter.

Duty Watch is like olives some like it, others hate it. It is important that we all do our part in making this club safe for members and guests docking their boats. Keeping the club looking clean and tidy for all to enjoy is also our role as duty watch officers.

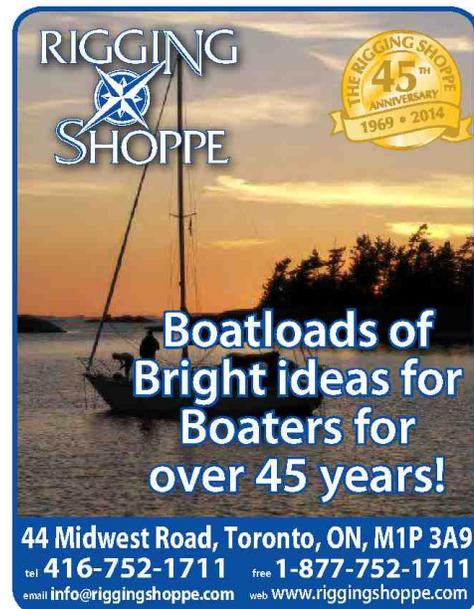
Like other years Active, intermediate and dinghy members will be asked to perform two Duty Watches, additional shifts if you missed your shifts last season. If anyone would like a refresher as to what is required for duty watch, we can meet and go through the responsibilities and tasks that are required for a successful duty watch.

Anyone that would prefer to have two duty watches on the same day meaning a Saturday or a Sunday so that you only have a single day for both duty watches please send me an email at [vice@fbyc.ca](mailto:vice@fbyc.ca).

If you have any questions or concerns don't hesitate to contact me.

Make everyday a good day.

- Vice Commodore, Mark Chin



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## Cruising Notes

### From the Fleet

#### Tuesday Night Volunteers required

For the past few years we have run cruises on Tuesday nights for the crew members.....these are crew members that have joined the club. A number of them have volunteered for various jobs such as committee boat crew. The first year we even picked up an active member.

All club members are welcome to participate both as crew or taking crew out for a sail. Skippers that participate with their boats earn club hours for participating.

We need some more skippers to take crew out on Tuesday nights, so that we are not as dependent on the same skippers all the time. With more skippers we will be able to continue the program even if I or one of the other skippers are not available. If you are interested in participating with your boat please let me know soon as this will affect the number of crew members we can allow this year.

-Tom Wood rcfleet@fbyc.ca 416-315-7784.

*Note: At the upcoming general meeting, there will be a motion to increase the fee for crew membership to \$150 (from \$100).*

#### 2019 Cruising Schedule

Whitby Yacht Club—May 18/19—  
Reciprocal Cruise

Cobourg—June 29-July 2—Canada Day  
Cruise--Outgoing

June 29-July 1—THSC—Incoming Cruise

July 13/14—Harbour City YC (Toronto  
Island)—Reciprocal Cruise

Aug 3/4/5—Ashbridges Bay YC—  
Reciprocal Cruise

Aug 30-Sept 2—Bronte Harbour YC—  
Reciprocal Cruise

Sign-up Sheets will be posted May 1. Cobourg will be earlier. Cobourg is not accepting reservations this year until April 1. There will also be changes in the way that registration is handled for this cruise. Details are still being worked out with Cobourg Marina.

Follow the usual FBYC communication channels for further info when confirmed.

Like FBYC, many clubs are full, and some cruises such as the HCYC cruise will be on a boat-for-boat basis.

Commodore's Cruise date to be confirmed.

- Mike Brajac

## Junior Sail

Hello all, I hope you're enjoying yourselves in these long winter months. It won't be long until we start to see some daily action around the boat yard and more importantly, the club.

On Monday February 4th, the Race Team met for their first meeting of 2019. Many things were discussed such as new ideas for fundraising outside of our club walls, how our team will be structured this year and new programs being added to the junior club to help our racers follow their chosen paths whether it be racing or coaching. We are getting a jumpstart on the 2019 season to help our racers feel prepared and confident when we head to our first event as a team for the Lake Ontario Circuit regattas in May.

You can expect to see our team training on land every Thursday at 7:00pm in the sailing school portable, and we plan to start on-water training in mid- April. Also, keep an eye out for our racers skating on the bay, coach Rob Lalonde created a rink between A and B dock for hockey and skating!

Our new 'International Team' (what we're calling them so far) consisting of four sailors, are headed to Florida to compete in the Mid Winters regatta. They are extremely excited to be representing our club internationally this year. Also, in March, the three sailors that made it onto the Ontario Sailing Development Team will be heading to Florida for a week- long training camp.

As promised last month, the coaches/instructors for this season (a s confirmed thus far) will be as follows,

- Connor McNeil; Head coach/  
CANSail 5+6 (Laser Race coach)
- Robert Lalonde; Jr Club -  
International Team Coach
- Doug Buttigieg; Optimist Program  
Race Coach
- Daniel Hastings; CANSail 3+4  
Instructor(420 Regatta Coach)
- Hannah Fertile; Wet Feet Instructor
- Still likely Instructors to add as  
registration picks up!

I'm looking forward to seeing you all in the next month!

-Victoria Dickson

For the month of February, one of our race team parents, Tim Kibbey, has written about his experience as a first year race team parent with his daughter Tatum.

*As parents of a first- year race team sailor, we were at first overwhelmed by an activity that we personally have no experience with. But after a year at sailing school, we saw our daughter grow as a person. We saw her challenge herself*

- cont'd



*At times, we saw her come off of the water disappointed, and frustrated. But with the cooperation and support of the entire race team, we saw her take those challenges head on and revel when she was able to overcome the obstacles standing in her way. We often wanted to step in and help, but realized we were seeing our little girl grow as a person in the company of others.*

*This is where the other parents, many who are sailors, themselves, provided support, not only for the team itself, but for us parents as well.*

*-Tim*

***Acknowledgements from John and Cameron for the month:***

Chris Viscount – Thanks Chris for doing whatever it took to service the furnace in the portable and having the natural gas reconnected so that our young sailors can do physical training weekly and be more ready than ever for the spring season.

Victoria Dickson – Thanks for showing leadership and initiative in writing our monthly article for SailPast.

Noah Hastings – Thanks for your contribution to our annual Jr Sail Committee Meetings

Kevin Guerin – We truly appreciate the time and effort you put into completing the application for funding for employment to support the Jr Sail programs

Jeff Blundell – Thanks for the training on all the Jr Sail Apps so that we could get registration open

***Note from the Rear Commodore of Jr Sail***

My family and I are spending the family day weekend in Sudbury with my brother and his family. There is 2-3 feet of snow on all of the houses, it sends my thoughts to warmer spring days ahead with boats on the water and both Sr & Jr clubs hopping with activity.

The 2019 Jr Sail season is shaping up nicely! Registration is not only open but quite active with people returning and taking advantage of the Early Bird and member's discounts (10% each). Spread the word to those that you know who may be interested.

With the efforts of many we expect to duplicate the successes of recent years that the Jr Sail has demonstrated.

We will be conducting a Fund Raising brainstorming session in the next couple of weeks and would love for your participation, watch for an invitation to be sent out with the details.

## Falcon Cup



We have five clubs committed to participate so far and are working hard to get two more. Our plan was to have seven clubs but we will go ahead with five if that's all we can get. It was quite difficult to get other clubs to work on this in the fall and winter. If we as a club make it the success it can be then it will be an easier task in 2020 as clubs will want to participate.

So, it is up to us all to make sure that our guests come to a smooth, entertaining, well organized, good racing event full of fun and laughter and good food. To this end we already have a number of volunteers who will work hard to make sure this happens. Owen McNeil will handle food on Friday night, Stuart Robinson will handle the Toonie beer on Saturday and Sunday, Izzy Zeeb will prepare the Saturday dinner, John Redman will be responsible for the Protest Committee (hopefully none), Michele Stratton will use her pontoon boat for photography. Some of the above will need help so when approached please volunteer to help them. Other things are still to be organized and you will find out about them in future issues of Sailpast.

We originally thought the trophy would be a "CUP", The Falcon Cup, but the trophy will in fact be a big falcon sculpture that will be made into a trophy. Bob Hess has volunteered to make the base for the trophy and we can count on it being a very attractive. But is not a "cup". Since we

have done considerable promotion under the name of The Falcon Cup we will keep this name for 2019 and will consider changing it to The Falcon Challenge in future years.

We will need two fully staffed committee boats so volunteers will be needed. Our plan is to have a computer on each boat with results being completed before the respective committee boats get to the dock after the days racing. We already have a volunteer for each boat to handle that aspect. When the results are printed they will be posted immediately. The Falcon Cup course will be a separate course and will require a couple of support boats to move and drop inflatable marks which will be provided by the Whitby Yacht Club. We need help from our power boaters - a great way to be involved in regatta, help the club and get hours.

Our plan is to dock all the boats together by fleet. Our current thinking is to have the flying sail boats at the end of "A" dock and the white sail boats at the end of "C" dock. The boats will be 'stern to' the dock so we will only have to displace two boats on each dock for the regatta. Frenchman's Bay Marina has already agreed provide docking for any displaced boat (if needed) for the regatta. We are working with Glen Dickson to make sure this goes smoothly. Help will be needed on each day to assist with boat docking after racing.

That's it for now. It is going to be an exciting event at FBYC. By working together it will be a success.

- Alan May

## Back and Forth

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

### BACK AND FORTH TO FLORIDA BY CESSNA

November 2017

Kingsley had his annual done in August, and they found a significant amount of metal particles in the oil. Further investigation revealed the camshafts and bearings were badly worn. After having a new parts installed, it had to be broken in, which took some time. Daisy had some dental problems, and they had booked a river cruise in China.

With all that out of the way we tentatively decided to leave on Monday November 20, but ceilings were very low that day, and we waited until the 21. On Tuesday the weather was better, but we had a very strong headwind. Flying south-west along Lake Erie the airspeed was 135 knots, and the GPS was showing 85 knots ground speed. After clearing at Port Clinton, we headed south, with the wind no longer dead on the nose. However, southern Kentucky and northern Tennessee is all ridges running perpendicular to our course to Knoxville. With the strong wind the orographic turbulence was very unpleasant, and the ceiling was too low for us to get above it. Once we landed Kingsley said that he was glad DKC had struts to support the wings, unlike a Cessna 177.

Next morning we were off in good time, planning to go to Cross City, FL. Kingsley insisted that I should fly that leg left seat. We routed down the valley to the Rome VOR, to La Grange GA and then south-

east.. The clouds gradually got thicker; I managed to fly above scattered layers for a while, but eventually we had to descend to about 2000 ASL.. Fortunately we were well south of the mountains by that time.



Eventually we couldn't maintain even that, so that we diverted to Thomasville, GA. I logged 2.4 hours.

By the time we refueled and ate our sandwiches the clouds had lifted and off we went again. We had to stay below 2500, but we made it through, although we were vectored around to the east of Tampa. There is still a lot of empty land once you get inland. We landed in Marco at about 16:15.

We immediately saw the effects of Hurricane Irma. Kingsley got off lightly; the shingles above his lanai at the back of his unit were damaged, and water leaks brought part of the ceiling down, but the rest of his unit was OK. The property management people had placed a blue plastic tarp over the damaged shingles. Whoever manufactured those tarps made a killing. His car was fine, although the tarp that had been covering it was nowhere to be seen.



About ¼ mile down the road from Kingsley. Note the missing section of roof. The Royal Palm trees along Mainsail Drive look as if they had been scalped. The underbrush on the edge of the golf course going out to the airport is largely gone: no more mosquitoes! The airport is closer to open water; apparently it took about a week to remove all the debris from the storm surge and many of the hangars were damaged. Half of the Civil Air patrol hangar was beyond repair and had to be demolished.



**Before Irma**



**After Irma. Their Cessna 182 is now tied down out on the ramp.**

On Saturday, Nov. 25, Claude St. James took his R66 to Sarasota for its annual and I had my annual helicopter ride. Kingsley flew down and brought us back. Daisy arrived at Ft. Meyers that evening and convinced me to stay for a few days. On Thursday, Nov. 30, Kingsley and I flew up to visit Jack and Mary Fornear at Woods and Lakes Airpark. Jack had bought a new prefab home in 2011 and Kingsley had never seen it. Daisy decided to skip the flight, 1 ½ hours each way.

The weather was beautiful but I had things to do at home so that I flew back on Friday, Dec. 1 on United by way of Newark for a very good price. Newark lived up to its reputation for flight delays, and I had rather a late supper.

## Upcoming Events

### Social Events

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

Wednesday, February 20 (7:30 pm)

*Sailors Night Feb 20, 7 pm bar open presentation starts at 7:30pm. Paul Barry from the National Yacht club presents a light-hearted tale of living aboard a CS 27 on the other side of Frenchmens Bay through the winter. Help Paul cash in some of his bragging rights for a feat that is on many sailors maybe not bucket list. This is a sailing adventure that most would prefer to live vicariously and this will be a night to do just that.*

Wednesday, March 6 (7:30 pm)  
**MEMORIES OF 2018**

*The bar will open at 7pm and the slide presentation will begin at 7:30pm. Slides will be presented with good music and it should be an entertaining evening for all members.*

*Over 700 slides will be shown accompanied by good music. The slides were all taken during the sailing season of 2018. There are pictures of most boats in the club including race boats and cruising boats - both sail and power. Others will be of Friday night dinners, kids playing, Wednesday night racing, regatta, and awards presentation. There are lot of people pictures.*

*Get rid of those winter blues and come out and enjoy the evening. All welcome.*

- Alan May

Sunday, March 10 (1 pm - 4 pm)  
- Jr Sail Event

Friday, March 15  
- St. Patrick's Day Celebration



Saturday, April 20 (6 pm)  
- Launch into Spring

### **Club Business**

Monday, February 25 (8 pm)  
- General Meeting

Monday, March 11 (7 pm)  
- Executive Meeting

Monday, April 8 (7 pm)  
- Executive Meeting

### **Racing**

Sunday, March 3  
- Racing Information

Friday, April 26  
- Race Registration

August 9-11  
- Falcon Cup

### **Yoga**

Tuesdays (7:30 pm)

**PARA**

Thursday, February 21 (1830 hours)  
- Training

Saturday/Sunday, February 23/24 (0800 hours)  
- CCGA Training

Tuesday, March 5 (1930)  
- Executive Meeting

Tuesday, March 12 (1930)  
- Coxswain forum

Thursday, March 14 (1930)  
- Training

Saturday/Sunday, March 23/24 (0800)  
- CCGA Training

Tuesday, April 9 (1900 hours)  
- Coxswain forum

Saturday, April 20 (0800 hrs)  
- CCGA Training

Thursday, April 25 (1800-2200 hours)  
- AGM (Flag Room)

Saturday, April 27 (1000-1600 hours)  
- OPS and AGM (Flag Room)



## A Little Humour

Homographs are words of like spelling but with more than one meaning. A homograph that is pronounced differently is a heteronym. You think English is easy?? I think a retired English teacher was bored...THIS IS GREAT!

- 1) The bandage was wound around the wound.
- 2) The farm was used to produce produce.
- 3) The dump was so full that it had to refuse more refuse.
- 4) We must polish the Polish furniture..
- 5) He could lead if he would get the lead out.
- 6) The soldier decided to desert his dessert in the desert..
- 7) Since there is no time like the present, he thought it was time to present the present.
- 8) A bass was painted on the head of the bass drum.
- 9) When shot at, the dove dove into the bushes.
- 10) I did not object to the object.
- 11) The insurance was invalid for the invalid.
- 12) There was a row among the oarsmen about how to row.
- 13) They were too close to the door to close it.
- 14) The buck does funny things when the does are present.
- 15) A seamstress and a sewer fell down into a sewer line.
- 16) To help with planting, the farmer taught his sow to sow.
- 17) The wind was too strong to wind the sail.
- 18) Upon seeing the tear in the painting I shed a tear..
- 19) I had to subject the subject to a series of tests.
- 20) How can I intimate this to my most intimate friend?

Just in case you think your boat is too small, take a look at this data!

I wonder if we could fit a main battery on a Catalina 30???????

The screenshot shows a Wikipedia page for 'Maximum battleship'. The table below compares the specifications of several battleship classes: Tillman I, II, III, IV, IV-1, IV-2, South Dakota class, Iowa class, and Montana class.

|                     | Tillman I   | Tillman II   | Tillman III   | Tillman IV   | Tillman IV-1  | Tillman IV-2  | South Dakota class  | Iowa class  | Montana class   |
|---------------------|---|--|---|--|---|---|---|---|---|
| <b>Design</b>       | 13 Dec 1916   | 13 Dec 1916  | 13 Dec 1916   | 29 Dec 1916  | 30 Jan 1917   | 30 Jan 1917   | 8 Jul 1918  | 9 Jun 1938  | 6 Feb 1940  |
| <b>Displacement</b> | 70,000 short tons (63,500 t)                                  | 70,000 short tons (63,500 t)                                   | 63,500 short tons (57,600 t)                                  | 80,000 short tons (72,600 t)                                   | 80,000 short tons (72,600 t)  | 80,000 short tons (72,600 t)                                  | 43,200 short tons (39,200 t)                                  | 45,000 short tons (40,800 t)                                  | 70,000 short tons (63,500 t)                                  |
| <b>Length</b>       | 975 feet (297 m)  |  |   |  |   |   | 660 feet (200 m)  | 860 feet (260 m)  | 921 feet (281 m)  |
| <b>Beam</b>         | 108 feet (33 m)   |  |   |  |   |   | 106 feet (32 m)   | 108 feet (33 m)   | 121 feet (37 m)   |
| <b>Draft</b>        | 32 feet 9 inches (10 m)                                       |  |   |  |   |   | 32 feet 9 inches (10 m)                                       | 36 feet (11 m)  | 36 feet (11 m)  |
| <b>Speed</b>        | 26.5 knots (49.1 km/h; 30.5 mph)                              | 26.5 knots (49.1 km/h; 30.5 mph)                               | 30 knots (56 km/h; 35 mph)                                    | 25.2 knots (46.7 km/h; 29.0 mph)                               | 25.2 knots (46.7 km/h; 29.0 mph)  | 25.2 knots (46.7 km/h; 29.0 mph)                              | 23.5 knots (43.5 km/h; 27.0 mph)                              | 33 knots (61 km/h; 38 mph)                                    | 28 knots (52 km/h; 32 mph)                                    |
| <b>Main battery</b> | (12) 16-inch (406 mm), 50-caliber guns in four triple turrets | (24) 16-inch (406 mm), 50-caliber guns in four six-gun turrets | (12) 16-inch (406 mm), 50-caliber guns in four triple turrets | (24) 16-inch (406 mm), 50-caliber guns in four six-gun turrets | (13) 18-inch (457 mm), 50-caliber guns in five twin and one triple turret | (15) 18-inch (457 mm), 50-caliber guns in five triple turrets | (12) 16-inch (406 mm), 50-caliber guns in four triple turrets | (9) 16-inch (406 mm), 50-caliber guns in three triple turrets | (12) 16-inch (406 mm), 50-caliber guns in four triple turrets |
| <b>Belt armor</b>   | 9–18-inch (229–457 mm)  | 7–13-inch (178–330 mm)   | 7–13-inch (178–330 mm)  | 8–19-inch (203–483 mm)   | 8–16-inch (203–406 mm)  | 8–16-inch (203–406 mm)  | 8–13.5-inch (203–343 mm)                                      | 4–12.1-inch (102–307 mm)                                      | 10.2–16.1-inch (259–409 mm)                                   |

- contributed by Bob Stobie



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