



SAILPAST



March , 2019



Coming Soon?



This!



Not That!



Of Interest.....

The 2019 slip allocations
("tentative??) are attached as
the last page of the newsletter.

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Frenchman's Bay Yacht Club

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Contact the Editor for graphic and content requirements.

In the News

2018 Rolex Sailor of the Year

Tom Ramshaw of Stoney Lake Yacht Club was honoured with the most prestigious National sailing award of the year at the Carlu in Toronto, Ontario.

This well decorated Canadian sailor has shown progression and dedication through continual improvement. Achieving personal milestones yearly, the Aarhus 2018 World Sailing Championships marked his best performance at a world championship and is a representation of his relentless pursuit of excellence in the sport.

Tom's performance at the 2019 Miami World Cup proved that he continues to improve his skills every step of the way towards the podium. Learning to sail at the small club of Stoney Lake Yacht Club, Tom is an inspiration to youth sailors showing them that if you have the passion and drive, your possibilities are endless.

"It feels amazing to be the winner of this prestigious award. Sailing is a sport where you don't necessarily have a crowd out there cheering for you, so when you come to events like these where you see everyone who has your back and follow you along the way is amazing. To win sailor of the year for Canada is so rewarding and thank you to everyone"

Tom was presented with an exquisite watch courtesy of our generous partners from Rolex Canada.

Congratulations to Tom Ramshaw and all the Rolex Sailor of the Year Finalists including, John McRoberts & Scott Lutes and Sarah Douglas.

2019 Laser Canadian Masters Championships

The 2019 Laser Canadian Masters Championships is taking place August 16-18, 2019 at the Royal Lake of the Woods Yacht Club in Kenora

About Easter

Easter, also called Pascha (Greek, Latin) or Resurrection Sunday, is a festival and holiday celebrating the resurrection of Jesus from the dead, described in the New Testament as having occurred on the third day of his burial after his crucifixion by the Romans at Calvary c. 30 AD. It is the culmination of the Passion of Jesus, preceded by Lent (or Great Lent), a forty-day period of fasting, prayer, and penance.

Most Christians refer to the week before Easter as "Holy Week"—it contains the days of the Easter Triduum, including Maundy Thursday, commemorating the Maundy and Last Supper, as well as Good Friday, commemorating the crucifixion and death of Jesus. In Western Christianity, Eastertide, or the Easter Season, begins on Easter Sunday and lasts seven weeks, ending with the coming of the fiftieth day, Pentecost Sunday. In Eastern Christianity, the season of Pascha begins on Pascha and ends with the coming of the fortieth day, the Feast of the Ascension.

Easter and the holidays that are related to it are moveable feasts which do not fall on a fixed date in the Gregorian or Julian calendars which follow only the cycle of the sun; rather, its date is determined on a lunisolar calendar similar to the Hebrew calendar. The First Council of Nicaea (325) established two rules, independence of the Jewish calendar and worldwide uniformity, which were the only rules for Easter explicitly laid down by the council. No details for the computation were specified; these were worked out in practice, a process that took centuries and generated a number of controversies. It has come to be the first Sunday after the ecclesiastical full moon that occurs on or soonest after 21 March, but calculations vary.

Easter is linked to the Jewish Passover by much of its symbolism, as well as by its position in the calendar. In most European languages the feast called Easter in English is termed by the words for passover in those languages and in the older English versions of the Bible the term Easter was the term used to translate passover. Easter customs vary across the Christian world, and include sunrise services, exclaiming the Paschal greeting, clipping the church, and decorating Easter eggs (symbols of the empty tomb). The Easter lily, a symbol of the resurrection, traditionally decorates the chancel area of churches on this day and for the rest of Eastertide.

Additional customs that have become associated with Easter and are observed by both Christians and some non-Christians include egg hunting, the Easter Bunny, and Easter parades. There are also various traditional Easter foods that vary regionally.

April Fools Day



April Fools' Day (sometimes called All Fools' Day) is an annual (primarily) Western celebration commemorated on April 1 by playing practical jokes and spreading hoaxes. The jokes and their victims are called April fools. People playing April Fool jokes often expose their prank by shouting "April fool(s)" at the unfortunate victim(s). Some newspapers, magazines and other published media report fake stories, which are usually explained the next day or below the news section in smaller letters. Although popular since the 19th century, the day is not a public holiday in any country.

Aside from April Fools' Day, the custom of setting aside a day for the playing of harmless pranks upon one's neighbour has historically been relatively common in the world.[1]

A disputed association between April 1 and foolishness is in Geoffrey Chaucer's *The Canterbury Tales* (1392). In the "Nun's Priest's Tale", a vain cock Chauntecleer is tricked by a fox on Syn March bigan thrityt dayes and two. Readers apparently understood this line to mean "32 March", i.e. April 1. However, it is not clear that Chaucer was referencing April 1. Modern scholars believe that there is a copying error in the extant manuscripts and that Chaucer actually

wrote, Syn March was gon. If so, the passage would have originally meant 32 days after March, i.e. 2 May, the anniversary of the engagement of King Richard II of England to Anne of Bohemia, which took place in 1381.

In 1508, French poet Eloy d'Amerval referred to a poisson d'avril (April fool, literally "Fish of April"), possibly the first reference to the celebration in France. Some writers suggest that April Fools' originated because in the Middle Ages, New Year's Day was celebrated on March 25 in most European towns, through a holiday that in some areas of France, specifically, ended on April 1, and those who celebrated New Year's Eve on January 1 made fun of those who celebrated on other dates by the invention of April Fools' Day. The use of January 1 as New Year's Day became common in France only by the mid-16th century, and the date was not adopted officially until 1564, thanks to the Edict of Roussillon.

In 1539, Flemish poet Eduard de Dene wrote of a nobleman who sent his servants on foolish errands on April 1.

In the Netherlands, the origin of April Fools' Day is often attributed to the Dutch victory at Brielle in 1572, where the Spanish Duke Álvarez de Toledo was defeated. "Op 1 april verloor Alva zijn bril" is a Dutch proverb, which can be translated to: "On the first of April, Alva lost his glasses." In this case, the glasses ("bril" in Dutch) serve as a metaphor for Brielle. This theory, however, provides no explanation for the international celebration of April Fools' Day.

In 1686, John Aubrey referred to the celebration as "Fool's holy day", the first British reference. On April 1, 1698, several people were tricked into going to the Tower of London to "see the Lions washed".

Although no Biblical scholar or historian are known to have mentioned a relationship, some have expressed the belief that the origins of April Fool's Day may go back to the Genesis flood narrative. In a 1908 edition of the Harper's Weekly cartoonist Bertha R. McDonald wrote:

Authorities gravely back with it to the time of Noah and the ark. The London Public Advertiser of March 13, 1769, printed: "The mistake of Noah sending the dove out of the ark before the water had abated, on the first day of April, and to perpetuate the memory of this deliverance it was thought proper, whoever forgot so remarkable a circumstance, to punish them by sending them upon some sleeveless errand similar to that ineffectual message upon which the bird was sent by the patriarch".

December 28, the equivalent day in Spain, Hispanic America and the Philippines, is also the Christian day of celebration of the "Day of the Holy Innocents". The Christian celebration is a holiday in its own right, a religious one, but the tradition of pranks is not, though the latter is observed yearly. After somebody plays a joke or a prank on somebody else, the joker usually cries out, in some regions of Hispanic America: *Inocente palomita que te dejaste engañar* ("You innocent little dove that let yourself be fooled"), not to be confused with the second translation of *palomita*, which is popcorn.

In Mexico, the phrase is *¡Inocente para siempre!* which means "Innocent forever!". In Argentina, the prankster says *¡Que la inocencia te valga!*, which roughly translates as a piece of advice on not to be as gullible as the victim of the prank. In Spain, it is common to say just *¡Inocente!* (which in Spanish can mean "Innocent!", but also "Gullible!").

In Colombia, the term used is "Pásala por Inocentes", which roughly means: "Let it go; today it's Innocent's Day."

In Belgium, this day is also known as the "Day of the innocent children" or "Day of the stupid children". It used to be a day where parents, grandparents, and teachers would fool the children in some way. But the celebration of this day has died out in favor of April Fools' Day.

Nevertheless, on the Spanish island of Menorca, *Dia d'enganyar* ("Fooling day") is celebrated on April 1 because Menorca was a British possession during part of the 18th century. In Brazil, the "*Dia da mentira*" ("Day of the lie") is also celebrated on April 1.

In Iran, on 13th of the first month (Farvardin) of the Iranian calendar (known as Nature's day or *Sizdah Be-dar*, 1st or 2nd of April), it is common that people spread false news and then shout "*Dorouge sizdah*" (lie of 13) to the victim. Some of the newspapers and journals also do the same and then somewhere in the bottom of page write "*Dorouge sizdah*" with inverse letters.

Commodore



Greetings FBYC!

Spring is basically upon us and temperatures are giving us a taste of things to come. With the new season around the corner – Our club will soon be hustling and bustling with activity – From DO shifts, to spring cleaning and boats slowly making their way into slips – It's hard to believe that just next month we will start the new sailing season, if of course we rid the bay of all that ice.

As many of you know – The executive has been hard at work putting plans together for the start of 2019. For those of you who like to lend a hand early and often - look out for a large number of work parties being shared by our committee chairs as the list of “to-do’s” are quite long and there are no shortage of opportunities to get your work hours completed.

Switching gears - Sailpast – The official start of our sailing season is less than 3 short months away and I know Mark Chin is hard at work planning this great event. From what I know – Mark is promising a fantastic day again with great weather, winds, food, music and company. You are not going to want to miss this!

I wanted to send a shout out to Alan May and team for all of the planning over the last couple of months. For those of you who haven't attended our recent General Meetings, you may have heard of our upcoming Falcon Cup scheduled for August 9th to the 11th 2019. I can't remember a time during my tenure where there has been this much buzz about an upcoming event at FBYC. The planned itinerary for the weekend so far is remarkable and promises to put our club on the map for years to come. If you haven't checked it out – the Notice of Race is on FBYC.ca and includes a schedule.

Lastly, a big thank you to everyone who continues to share insights, feedback, ideas on ways to improve and enhance the club for many years to come. There is always value in hearing out different ideas and opinions and I encourage everyone to keep them coming.

As always, If you have any thoughts, feedback or ideas you would like to share – Feel free to drop me a line at commodore@fbyc.ca.

Cheers,

- Samuel Cummings

The Vice Report

St Patrick's Day Celebration at FBYC was a blast! We had a great time and lots to eat as well.

would like to thank the members of the Entertainment Committee Nancy Smith, Connie Dickson, Janet Hastings and Mary Humpries and their helpers for decorating and providing all the food for the event. The chicken pot pie and Caesar salad were delicious and for desert there was sticky toffee pudding with a whiskey caramel sauce mmm...mmm good. Mary Humpries, Doug Welsh and Craig Castle was a great trio who got us singing tunes like Sweet Caroline and 500 Miles. The entertainment did not stop there as Woody Hamel and Jeff Blundell pulled out their guitars and performed many more tunes until after 11:00pm. A great time was had by all. Stay tune for more events like this at FBYC.

As mentioned last month's newsletter this years Sail Past promises to be lots of good food, entertainment and fun. Chef Izzy will be catering the event. Food items include delicious ribs, chicken with a southern flavour and stuffed portabellas' for the vegetarian option. Music will be performed by "2 Meny Girls" a four women, two men rock and roll band for us to dance the night away. More details will be posted in the coming weeks.

Hope to see you there.

- Vice Commodore, Mark Chin

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 is just about fully booked as this goes to press (1-2 spots open). If you would like to join the fun, check with me to see if there is still room. If not, contact Cobourg directly on April 1 and 0900.

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

It's time for another week off of school for all of us race team members. March break consists of another trip to Florida for our team members who made it onto the Ontario Sailing Development Team. Rachael Susman, Madeleine Schropp, and Madison Fertile will be headed down to the sunny state for the March Break training camp.

Four of our sailors have recently returned from the Midwinters East Regatta in Clearwater Florida. Noah Hastings, Braden Johnson, Madison Fertile, and Madeleine Schropp represented FBYC proudly. Later in the article will be an interview with Madeleine Schropp, one of the competing sailors to get the inside scoop on the event.

Next month our sailors are planning to start on- water training. Keep an eye out for the team in mid- April! As of right now, training will start just after Easter as long as the bay has thawed and the weather permits.

That's all folks! The season is right around the corner.

- Victoria Dickson

An Interview with Madeleine Schropp

1. What were your expectations for going to the event? Goals in placement and experience?

This was the first ILCA Major Regatta for most of the team so none of us really knew what to expect. I was really excited to get back on the water with my friends and enjoy Florida

2. What did you focus on for the couple of training days that the team had before the event started?

The team and I got to Florida three days before the event started so that we could kick off some rust and make sure our boats were set up properly. In the days leading up to the regatta we spent a lot of time re-fitting our boats for the conditions. Arriving to the venue a couple days early allowed us to get use to the venue and conditions and get comfortable being back on the water again. The venue had a lot of current depending on the tide. So, it was very important to be aware of what part of the cycle you were in and how that would affect your sailing.

3. Were there any nerves on the first day of the event or uncertainty of what to expect? Even though this was a much larger and more competitive event than anything I had attended before, I had the same nerves as I usually do before any regatta. I just took every day as it came and approached every new day with a clear head. I really benefited from sailing at the venue for a few days before the event. It made rigging up in the boatyard and launching with everyone else a lot less intimidating.

4. Was it strange to be competing against some different faces that aren't usually at the Lake Ontario circuit events?

It was really nice to see a lot of people from Canada and Ontario there racing. I saw lots of familiar faces on the race course which helped ease my nerves and make me feel at home.

5. Can you give us a rundown on what each day was like in terms of wind and conditions?

The first two training days were light to medium air days. The wind was blowing anywhere between 5 to 12 knots. On the last day of training, it was 15+ knots and that was really fun! Out of the four days of racing there were two medium wind days

that were about 5 to 8 knots and two days of windy conditions that were above 10 knots. Unfortunately, on the last day of racing the Race Committee abandoned the day because there was fog approaching the race course and it would have made it unsafe to be sailing on the gulf.

6. What ere some highlights from your races?

It felt really good to be racing in such a competitive fleet! The whole team has been working really hard to improve our fitness over the winter and it really started to show during the upwind legs on the windier days.

7. What was the biggest thing that you took away from the event?

This regatta was a great opportunity for the team to get a head start on the 2019 season. I plan on using this event as a stepping stone and am definitely very motivated to keep working hard in the gym to improve my fitness. I am also keen to get back on the water so that I can work on improving my weaknesses.

- interviewed by Victoria Dickson

Acknowledgements from John and Cameron

Aaron Coholan - Thank you for the efforts above and beyond to support the role of treasurer for Jr Sail specifically around the transfer of the books and banking.

John Fertile - While John enthusiastically took the role of Director on, I'm not sure at the time he knew he'd be driving back and forth to Florida twice in three weeks. I want to personally thank John for all that he did in support of our Florida bound sailors and particularly for going the extra "many miles" to drive Noah back when it wasn't expected!

Fund Raising - Thanks to all the parents and sailors who came out for a lively fund raising, brainstorming session to generate ideas to support raising funds for the Jr Sail Programs.

Note from the Rear Commodore

Congratulations to Rachel Susman, Madeleine Schropp and Madison Fertile for your training efforts and participation in the March Break Ontario Sailing Team training in Florida!

We are pleased to welcome back Izzy Zeeb as our CANSail 1 + 2 instructor for the 2019 summer.

The Wet Feet program instructor position is still available so please forward the name of anyone we should consider.

See you soon on the open water!

- Rear Commodore, Cameron Hastings

Back and Forth

In the tenth (and final) of many articles, Bob Stobie shares his flying experience on flights to and from Florida.

From the editor: I hope that everyone has enjoyed reading Bob's experiences that have been presented in Sailpast over the last few months. For those of you who have not met him, he is on A dock and has been our "piper" for Sailpast these last number of years. Thanks Bob.

BACK AND FORTH TO FLORIDA BY CESSNA

May, 2018

Kingsley had been talking for several years about flying to California to visit his son David in Santa Clara. Finally, David flew commercially to FL to spend some time there with his parents. Daisy flew home on May 5, and the other two set out on May 7. They made very good time, 3 ½ days, stopping in Louisiana, Texas, and then Lancaster CA.

I flew down to San Jose International on May 15, changing planes in Denver. Great view of snow covered mountains west of Denver. I had never met David and his family before.



Kingsley with David, his daughter-in-law, and the twin grand daughters

The two girls are really cute, six years old and not the slightest bit shy. Kingsley stayed with them, of course, but there was no room for me so that I stayed in a motel. There was a convention going on in town, apparently put on by Google, and accommodation was scarce; the motel was old and rather shabby, but still expensive.

The plane was parked at Reid-Hillview Airport. Kingsley had taken the twins flying with David at some point, and had noticed a brake fluid leak. Unfortunately the 172 Cutlass has been out of production for some time (built 1980) and exact replacement parts are not always available. Eventually new wheels, discs, calipers, etc had been installed, both sides to keep things balanced. We planned to leave Thursday May 17, but the work was still going on that morning and we did not get away until 11:00. As usual Kingsley had a lot of stuff to load into the plane.



The airport is in a valley with mountains on either side

Off we went down the valley until we reached Palmdale and turned east. By now we were in the desert. We skirted around Edward's Air Force Base, past Bairstow and stopped at Needles for fuel.

Needles is in the valley of the Colorado River, which is the boundary with Arizona. We did not see the town, but the airport is a god-forsaken place, all desert with a small terminal, assorted derelict aircraft but fortunately fuel and an elderly attendant. The temperature was about 35C, the elevation about 1000 feet and runway 5000 feet. The wind was flipping around, but we did make it off.

We continued on across Arizona into New Mexico, flying at 9500 feet where the temperature was tolerable. The air was incredibly dry, airports typically reporting temperatures of 33C and dew points of -12C. No clouds anywhere to be seen.

We stopped for the night in Belen, NM, a railway town on I-25. They had a courtesy car (\$5 charge) and we stayed at a Wyndham Group motel, not too expensive, comfortable and breakfast included. We were told that they had not had any rain since the beginning of February. The morning was cool and we continued on at 9500 feet.



We routed across Texas, by now seeing some green vegetation. Directly over Abilene and into Oklahoma, stopping at Cushing to refuel. Cushing is a major pipeline junction, and oil storage tanks sprawl for several square miles around town. Seeing our Canadian registration the staff told us TransCanada Pipeline aircraft visited regularly and they seemed impressed by TCPL's handling of the politics of pipeline approval, not the impression we get at home.

We had hoped to get to Effingham Illinois, but by Rolla Missouri the weather was closing in and we landed. This was only Friday and we had made excellent progress, more than 2/3 of the way, about 700 miles from home. The airport had a courtesy car, just as well it was about 20 miles outside of town. We checked into another Wyndham establishment.



WWII vintage hangar at Rolla National Airport

The next day the weather was bad, some violent thunderstorms went through. We looked around, went shopping at Lowes. The airport said that we could have the

courtesy car until Monday, so that in return we filled it up with gas, washed it, bought some windshield washer fluid.

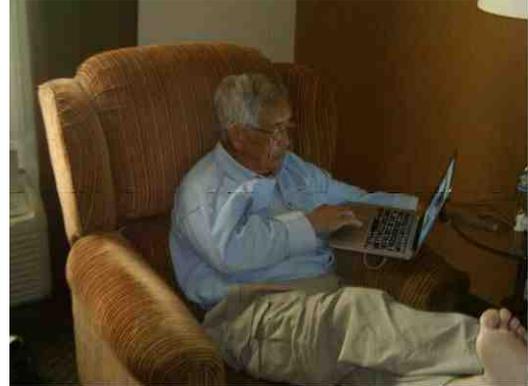
Sunday morning the local weather was much better, and off we went. However, we could see systems on the Nexrad further west and around St. Louis.. We headed east, eventually going almost to Louisville, Kentucky before heading north. We stopped in Madison, Indiana to take a break and refuel. We were finally back on Eastern Time. Off again heading for Port Clinton Ohio where we would stop and arrange for customs clearance before crossing Lake Erie back into Canada.

Pushing north-east the with the ceiling and visibility steadily dropping we gave up and stopped for the night at Findlay Ohio, about an hour's drive south of Toledo on I-75. Marathon Petroleum is the largest employer in Findlay, one of their executive jets landed right behind us and disappeared into their hangar.



Terminal and hangars at Findlay, Ohio

Only 300 miles to go, so near, and yet so far. We had to get at taxi to go into town, \$10. flat rate, not too exorbitant. We stayed at a new Drury Inn, very elegant and about the same price as the Wyndham places. Besides a complementary breakfast they provided free food with happy hour drinks in the early evening. It made quite an adequate supper.



As usual, Kingsley was busy studying the forecasts on the internet, and early Monday morning looked doable. He filed straight through to Buttonville to clear customs at 13:00 and off we went.

South of Lake Erie the ceiling was still restricted, but once we crossed into Canadian airspace everything cleared up nicely. Must be Canadian hospitality. We had a very comfortable flight, except that we were way too early. Kingsley throttled right back to 90 knots, but even so it was only 12:15 when we landed. After waiting about ½ hour he phoned, and they cleared us by telephone. A short hop over to Markham Airport where Daisy met us and drove us home for a sumptuous lunch.



Spring Maintenance

It's that time of year again.....another few weeks and the first boats will start to appear in the water.

To help you plan, the following maintenance checklist is presented for those of you who may be new to spring launches or just wish to review to see what's missing from their own checklist.

General

- Do a general cleaning of hull, deck and topsides using a mild detergent
- Make sure drains and scuppers are clear and well secured
- Put on a good coat of wax
- Clean and polish metal with a good metal polish
- Clean teak and oil
- Clean windows and hatches
- Clean canvas, bimini and dodger
- Clean interior including bilges
- Check spare parts and tools and replace as necessary
- Make sure registration is current and onboard
- Make sure you have your Pleasure Craft Operator Card (mandatory for all by September 15, 2009)
- Check and replace wiper blades if necessary
- Inspect dock and anchor lines for chafing
- Update or replace old charts, waterway guides
- Review your boat insurance policy and update coverage if needed - including fuel spill coverage

Required and Recommended Equipment

- Sound signaling device
- Check distress signals and expiration date
- Check PFDs
- Inspect life rings
- Check fire extinguishers and recharge if necessary

- Check and adjust compass
- Check navigation lights
- Check charts and replace as necessary
- Check radar reflector
- Check and replace first aid supplies
- Check bailer and hand pump

Hull

- Check for hull abrasions, scratches, gouges, etc. and repair
- Check and replace zincs
- Check for blisters and refinish is necessary
- Check rub rails
- Check swim platform and/or ladder
- Inspect and test trim tabs
- Check shaft, cutlass bearing, strut and prop
- Check rudder and fittings
- Touch up or replace antifouling paint

Deck, Fittings, Safety Equipment

- Check stanchion, pulpits and lifelines for integrity
- Check ground tackle, lines, fenders, etc.
- Check chainplates and cleats
- Check hull/deck joint
- Check deck, windows, and port lights for leaks
- Inspect anchor windlass and lubricate
- Clean and grease winches
- Check and lubricate blocks, pad eyes, etc.
- Check dinghy, and life raft

Below Decks

- Check, test and lubricate seacocks
- Check condition of hoses and clamps
- Make sure below waterline hoses are double clamped
- Check bilges pumps for automatic and manual operation
- Check for oil in bilges
- Check limber holes and make sure they are clear of debris

Electrical System and Components

- Check battery water level
- Check/recharge batteries

- Check terminals for corrosion, clean and lubricate
- Check bonding system
- Inspect all wiring for wear and chafe
- Test all gauges for operability
- Check shore power and charger....and solar panels if so equipped
- Check for spare fuses
- Check all lighting fixtures (including navigation lights) and make sure you have spare bulbs
- Check all electronics for proper operation
- Inspect antennas

General Engines and Fuel Systems

- Inspect fuel lines, including fill and vent hoses, for softness, brittleness or cracking
- Check all joints for leaks and make sure all lines are well supported with non-combustible clips or straps with smooth edges
- Inspect fuel tanks, fuel pumps and filters for leaks. Clamps should be snug and free of rust. Clean fuel filters.
- Inspect cooling hoses and fittings for stiffness, rot, leaks and/or cracking. Make sure they fit snugly and are double-clamped.
- Every few years, remove and inspect exhaust manifold for corrosion.
- Clean and tighten electrical connections, especially both ends of battery cables. Wire-brush battery terminals and fill cells with distilled water.
- Inspect bilge blower hose for leaks.

Inboard Engine(s)

- Change oil & filters - have spare onboard
- Check and change fuel filters - have spares onboard
- Check and change engine zincs
- Check cooling system change coolant as necessary - have extra onboard
- Record engine maintenance log, especially date & hours of last oil changes
- Check belts for tension
- Check transmission fluid
- Check and clean backfire flame arrestor
- Check impeller

- Check and clean water strainer
- Check bilge blower

Outboard Engine(s)

- Replace spark plugs
- Check plug wires for wear
- Check prop for nicks and bends
- Change/fill gear lube
- Inspect fuel lines, primer bulb and tank for leaks
- Lubricate and spray moveable parts
- Inspect rubber outdrive bellows for cracked, dried and/or deteriorated spots (look especially in the folds), and replace if suspect
- Check power steering and power trim oil levels. Replace worn-out zincs.
- Inspect outer jacket of control cables. Cracks or swelling indicate corrosion and mean that the cable has to be replaced.

Water System

- Flush water tank
- Check water system and pump for leaks and proper operation
- Check hot water tank working on both AC and engines
- Check for tank cap keys on board
- Check and clean shower sump pump screens

Galley

- Fill propane tank, check electric & manual valves, check storage box vent to make sure it is clear
- Check refrigerator, clean and freshen, operate on AC and DC
- Clean stove, check that all burners and oven are working
- Check microwave, if fitted

Head System

- Checked for smooth operation - lubricate and clean as necessary
- If equipped with treatment system, have chemicals on hand
- Y-valve operation checked, valve labeled & secured

Sails

- Check general condition
- Look for wear and chafing
- Check battens and batten pockets
- Check all sail attachments
- Inspect bolt rope

Mast and Rigging

- Check mast and spreaders for corrosion or damage
- Inspect spreader boots and shrouds
- Inspect rivets and screw connections for corrosion
- Check reefing points and reefing gear
- Clean sail track
- Check rigging, turnbuckles and clevis pins for wear and corrosion
- Inspect stays for fraying and "fish hooks"
- Check forestay and backstay connections
- Check masthead fitting and pulleys
- Check and lubricate roller furling
- Check halyards and consider replacing or swapping end for end
- Tape turnbuckles, cotter pins, and spreaders
- Recaulk through-deck chainplates as necessary (generally, once a decade)

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Upcoming Events

Social Events

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

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

Club Business

Monday, April 8 (7 pm)
- Executive Meeting

Monday, May 13 (7 pm)
- Executive Meeting

Monday, May 27 (8 pm)
- General Meeting

Racing

Friday, April 26
- Race Registration

Wednesday, May 1 (7:00 pm)
- Spring Series Races begin

August 9-11
- Falcon Cup

Yoga

Tuesdays (7:30 pm)

Sunday, April 14 (8 am)
- Yoga retreat (tentative)

PARA

Tuesday, April 9 (1900 hours)
- Coxswain forum

Saturday, April 20 (0800 hrs)
- CCGA Training

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

Sunday, April 28 (1000-1600 hours)
- OPS and AGM (Flag
Room/Regatta Room)

Tuesday, May 7 (7:30 pm)
- Executive meeting

Tuesday, May 14 (7 pm)
- Coxswain forum

A Little Humour

Let's face it - English is a crazy language.

There is no egg in eggplant, nor ham in hamburger; neither apple nor pine in pineapple. English muffins weren't invented in England or French fries in France. Sweetmeats are candies while sweetbreads, which aren't sweet, are meat.

We take English for granted. But if we explore its paradoxes, we find that quicksand can work slowly, boxing rings are square and a guinea pig is neither from Guinea nor is it a pig.

And why is it that writers write but fingers don't fing, grocers don't groce and hammers don't ham? If the plural of tooth is teeth, why isn't the plural of booth, beeth? One goose, 2 geese. So one moose, 2 meese? One index, 2 indices? Doesn't it seem crazy that you can make amends but not one amend? If you have a bunch of odds and ends and get rid of all but one of them, what do you call it?

If teachers taught, why didn't preachers praught? If a vegetarian eats vegetables, what does a humanitarian eat?

Sometimes I think all the English speakers should be committed to an asylum for the verbally insane. In what language do people recite at a play and play at a recital? Ship by truck and send cargo by ship? Have noses that run and feet that smell?

How can a slim chance and a fat chance be the same, while a wise man and a wise guy are opposites? You have to marvel at the unique lunacy of a language in which your house can burn up as it burns down, in which you fill in a form by filling it out and in which, an alarm goes off by going on.

English was invented by people, not computers, and it reflects the creativity of the human race, which, of course, is not a race at all. That is why, when the stars are out, they are visible, but when the lights are out, they are invisible.

PS. - Why doesn't 'Buick' rhyme with 'quick'?





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