



SAILPAST



July , 2019



August 9 - 11

Acknowledgement

The photo on the cover of last month's edition was provided courtesy of Kayleen Mertz.

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Frenchman's Bay Yacht Club

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Contact the Editor for graphic and content requirements.

This and That

Save the Date

November 9th - Annual Banquet

In Memoriam

Diana and Chris' mom (Jessie Turner) passed away recently.

A celebration of life was held on July 6th at The Simple Alternative Funeral Centre 1047 Brock Road in PICKERING.

Donations in memory of Jessie Turner may be made to either:

1. Give Today - Port Perry Hospital Foundation
<https://www.pphfoundation.ca/give-to-port-perry-hospital-foundation/>
2. Michael J. Fox Foundation for Parkinson's Research/ Parkinson's Disease <https://www.michaeljfox.org/> 3. or a charity of your choice.

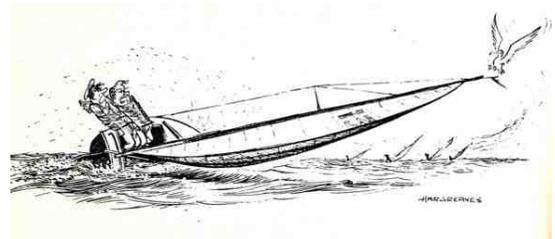
A Gentle Reminder

The club aims to provide a warm and welcoming place for all of its members and guests as well as maintaining the facilities in a safe, clean and fully functioning manner.

As members come and go and we welcome new members into the club, we sometimes forget that there are rules (oh no!) and protocols that govern the operation of the club.

Sooooooooo.....included with this newsletter are the club's house rules as well as the "job description" for the duty officer.

Please review them to see if maybe you might have forgotten what some of these rules and protocols are.



Sail Canada News

14 sailors chosen to represent Canada at the 2019 Pan American Games

KINGSTON (June 18, 2019) - Sail Canada and the Canadian Olympic Committee (COC) have announced the 14 sailors nominated to represent Team Canada at the Lima 2019 Pan American Games.

Athletes have been selected to compete in the sailing competition based on their performances at the designated class qualifiers. Sailing competitions at the Pan Am Games are scheduled to be held at the Yacht Club Peruano in the city of Paracas from August 3 to 10.

The 2019 Pan Am Games will provide an opportunity for sailors in the Laser, 49er, 49erFX, and Nacra classes to qualify Canada for the 2020 Olympic Games. While Canada has secured one spot in each of the Laser Radial and Finn classes, the remaining athletes will fight their way to the top to ensure the opportunity to represent Canada at the next major Games in Tokyo.

Making a comeback on the waters of Paracas is Olympic and Pan Am veteran Luke Ramsay. Sailing the Sunfish in 2015 at the Pan Am Games in Toronto, this experienced sailor stood on the podium with a silver medal around his neck. Ready to make Canada proud once again, we are excited to see what Ramsay has to offer this summer.

Eager and motivated Laser Radial sailor Sarah Douglas has been training tirelessly to be where she is today. Securing an Olympic berth for Canada in the Laser Radial at the 2018 Sailing World Championships, the sailor has worked relentlessly to stay within the top three female sailors of the world. As a role model to many women, the Canadian is looking forward to seeing what she brings to the table in Paracas.

49erFX team, Ali Ten Hove and Mariah Millen are climbing up the totem pole. This young and dynamic duo have been training hard and their efforts don't go unnoticed. Sailing together since the summer of 2016, these women are ready to give it their all in Paracas for their first major Games.

The sailing team who will represent Canada at the Lima 2019 Pan Am Games are:

49er
Alex Heinzmann (Delta, B.C.) and Justin Barnes (Pickering, Ont.)

49er FX
Ali Ten Hove (Kingston, Ont.) and Mariah Millen (Toronto, Ont.)

Nacra 17
Allie Surette (St Margaret's Bay, N.S.) and Max Flinn (Chester, N.S.)

Laser
Robert Davis (Kingston, Ont.)

Laser Radial
Sarah Douglas (Toronto, Ont.)

Kite
Michael Brodeur (Montreal, Que.)

Sunfish
Luke Ramsay (Vancouver, B.C.)

Lightning
Richard Walsh (Thunder Bay, Ont.)
Alex Cox (Thunder Bay, Ont.)
Nikka Stoger (Thunder Bay, Ont.)

RS:X
Olivia Mew (Toronto, Ont.)

Coaches
Ken Dool (London, Ont.)
Krzysztof Kierkowski (Sopot, Poland)

Falcon Cup



Our first Falcon Cup is just a few weeks away and this is our last chance to convince you to get involved. You already know the event coincides with our regatta on August 9th to 11th, 2019.

CLUB NIGHT

Friday night, August 9th is Club Night. This is the night for everyone to come out and have some fun. It doesn't make any difference if you are a sailor, racer, or have a power boat, or even no boat at all, we want you to come out to enjoy the music, have a nice meal, a drink or two, AND chat with our guests from CYC, WYC, HYC and ABYC. While you are at it, check out their boats at the end of "A" and "C" docks. We currently have 12 boats planning to race in the Falcon Cup - six in each fleet. We had originally planned on 14 boats and that may still happen. We are still happy with 12 boats. And, of course, our regular regatta will be going on at the same time.

If you have a boat don't forget to put up any flags you have - makes no difference if they are racing flags, alphabet flags, national flags, whatever, let's truly show the colours to our guests. Let them see how enthused we are about our club - our nice facilities, our nice docks and most of all, how friendly we are. Who knows, they may like it so much they might decide to join. Believe it or not some of our guests from other clubs live in Pickering so let's show them who we are.

The meals available are meals you can buy at the Falcon Brewery in Ajax any day they are open. A number of our members have been to the brewery to try out the meals and everyone has been very satisfied. They are excellent. \$8.00 will get you either a Steak and Red Falcon Ale Meat Pie or a Laggar Falcon Bierwurst Sausage on a Pretzel Roll plus a bag of chips. Now that's a pretty good deal for a very good meal. And don't forget the toonie beer if so inclined. The regular bar will also be open if you don't like beer.

If you like popular music you will enjoy the music and singing from Marty and Moni who will entertain us from 6pm to 9pm.

DON'T FORGET TO PUT UP YOUR FLAGS AND MAKE THE CLUB COLOURFUL!

SATURDAY

Breakfast will be served from 7:30am to 9am - you can buy tickets for breakfast on Friday night at the ticket booth. After the skippers meeting at 9:15am our racers will leave the dock to participate in the BATTLE PARADE.

All the boats will congregate in the east end of the bay. The Lakeridge Stompers, a Dixieland band will be playing on a barge located next to the channel entry. The parade will be led by PARU with lights flashing, followed by the Falcon Cup competitors, two committee boats, a boat with Falcon Brewery guests, and then the Durham Region police boat.

All of this will be orchestrated by parade marshal Alan McDonald. It would be really nice to have both piers of the channel lined with people to cheer on the racers so please tell your relatives, friends and neighbours to take their kids out to see the likes of a parade they have never seen before. They can walk out from the bottom of Liverpool road to reach the eastern pier or out Beachpoint Promenade to reach the western pier. If you are not racing, why not join the fun.

After racing, the action will start at the club around 5pm with toonie beer, bar open, dinner at 6:30pm by super chef Izzy and then music by the Kenzie Band from 7:30 to 11pm. Tickets for the beer and dinner can be bought at the ticket booth.

The Kenzie Band is very good - they played at regatta last year and we all did a lot of dancing. If you don't want to dance there is nothing wrong with just listening. It will be a very social evening and you will have lots of opportunity to discuss the days racing with the racers from the Falcon Cup course and our regular regatta course. I'm sure there will be some tall tales.

Remember to keep the flags flying.

SUNDAY

Breakfast will be served from 7:30 to 9am. The first race will start at 10:30am and all the racers should be back in by 3pm. The bar will be open, toonie beer will be available and the Falcon Cup winner will be announced at 3:30pm. The winners will get a lot of prizes - we would like there to be a good crowd once again to show the enthusiasm we have at FBYC.

If we pull this off the way we are planning, it will be much easier next year to get racers in from other clubs. The word will spread and other clubs will want to be part of the fun. Please help us make it a success. Participation is most important.

A lot of our members are working hard on behalf of the club and they will be appropriately recognized next month. Don't forget THE FLAGS.

- Alan May



J4G: Regatta



You are warmly invited to the J4G: Jilàsi for Girls inaugural fundraising regatta to be held on August 10, 2019 at the Boulevard Club in support of the Broad Reach Foundation for Youth Leaders.

Broad Reach works with disadvantaged youth across Toronto to further young people's skills and social belonging through the sport, science, and experience of sailing. This unique program works with 300-500 young people each year, empowering them through experiential education to develop mental agility, discipline, responsibility, and teamwork.

Registration:
<https://www.yachtscoring.com/emenu.cfm?eID=7293>



To demonstrate our commitment to furthering women's and girls' leadership in sailing, this regatta will feature all female skippers supported by all-gender crews. Join us in celebrating women and girls in charge at the helm!

Sailors and supporters alike are invited to join us for a wonderful day of activities: a 1 pm race, a silent auction, BBQ, an ice cream truck, and awards ceremony.

The Martha Henderson Trophy will be awarded to the winning skipper and crew.

The Jilàsi Philanthropy Cup will be awarded to the top fundraising crew.

Please join the Broad Reach Foundation in celebrating female skippers and crew and to support our sailing programs for disadvantaged youth.

- Christine Brunton

About Lightning

THE NATURE OF LIGHTNING

How many of you have been on their boat during a lightning strike?

How many have heard a buzzing sound from the top of their mast?

Who has seen a faint purple light dancing around the top of the mast?

That buzz is a corona discharge, or St. Elmo's Fire. In technical terms it is called a streamer. It is the positive charge on the mast seeking a negative charge from the clouds, and means you are getting close to a lightning strike.

Check out the sailboat in Boston harbour being struck by lightning, and all the bits falling off the mast!

<https://dailycaller.com/2019/07/08/bolt-of-lightning-sailboat-video/>

My Daughter and I were sailing back from Bluffers.

Around Port Union a storm approached us, lots of lightning. As it got closer, we could hear the familiar buzzing at the top of the mast.

Lightning strikes were hitting the water around us. OK, don't touch anything, especially the wheel or the lifelines, sit on your hands until it's over.

Lightning is capricious. There is no magic solution for preventing strikes, or predicting them. Getting struck is extremely rare. Yet why is it that strikes can occur all around you and yet a sailboat mast sticking way up may not get struck? Why is it that more sailboats are struck in a marina than out in the open lake? Why is it that more power boats than sailboats are struck? Read on and you will find out.

If you are prepared, and you are unfortunate enough to actually get a strike, this may help

save you a lot of grief, your boat, and all aboard her.

How is Lightning Generated?

It's complicated. In a Thunderhead, see the diagram, heat on the ground causes the air above it to also heat up, absorbs water, and rise up. This heated moisture laden air rises up through the cloud until it reaches the Dew Point, then the moisture will condense into droplets. The column of air continues to rise until it loses all of its heat, gets heavy, then it, and the droplets, or ice particles now, starts sinking, rapidly, because it is now cold air and heavy. Don't forget that a typical Thunderhead may be up to 6 or 7 miles high. There are up draughts and down draughts, some quite large, some moving quite fast. These columns of air rubbing against each other are the 'generators' of the static electric charges. These up drafts and down drafts rubbing against each other can strip electrons off and generate massive electrical charges at extremely high voltages.

The base of the cloud will have a net negative charge and the top of the cloud will basically have a positive charge. Since the base of the cloud is negative, the induced charge on the ground beneath the cloud will be positive. Equal and opposite.

This negative charge at the base of the cloud now creates a strong 'electric field' between the base of the cloud and ground. (Coulomb's Law, Quantum Fields).

Since the base of the cloud covers such a wide area this will amount to a huge negative charge. The induced positive charge on the ground will cover a similar large area. This positive charge on the ground will follow all the contours of the ground, including hills, trees, buildings; and sailboat masts.

These two charges opposing each other will cause an intense electric field. What happens next is that the strong field will break down the air under the cloud and it will become ionized in narrow columns of about 50 meters in

length, or about 150 feet, but only about 1 inch in diameter. This is called a Stepped Leader. Other Stepped Leaders will branch from this one and the cloud, at 50 meters and so on zig-zagging until it gets close to ground at a speed of approximately one tenth of the speed of light. At the other side, the ground side, it will search out one of the many corona discharges, or positive streamers rising up. When they meet, there is an ionized path to ground. What happens next is very strange. A return strike occurs along this ionized path in the opposite direction, from the ground to the cloud and Kabang! A lightning strike. This normally carries much more charge than the initial discharge through the stepped leaders. Depending on the amount of charge available, there may be more strikes, up to 20, milliseconds apart, but usually three or four. The strike may travel up to 10 miles.

This situation shows how lightning may strike one point but not another, depending where the positive streamers emanate from, and which stepped leader(s) it connects.

In an electrical storm there are three types of strike. Most of the lightning you see is cloud to cloud lightning, harmless. The other two types of strike are, cloud to ground strike and a ground to cloud strike. The ground to cloud strike is the larger of the two, from the positive field, being about 4 or 5 times more powerful. Although it may appear to be one strike, there may be up to 20 strikes within that one flash, milli-seconds apart. These strikes tend to follow the ionized path already established.

Strangely enough, boats in fresh water suffer much more damage than boats in salt water. Fresh water has a much higher electrical resistance than salt water, so the charge can bleed away much better in salt water. Power boats are 4 times more susceptible to strike damage than sailboats, (Think about it).

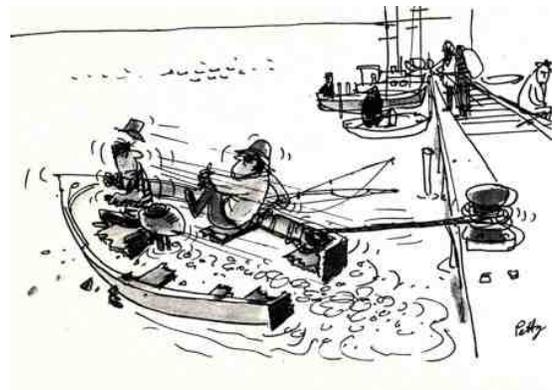
There is a so-called "Zone of Protection" 60° from the top of the mast. Secondary flashes may occur from the main strike to anywhere on the boat, or water.

Myths Vs Facts

There are a number of 'static dissipaters' on the market aimed at boaters.

These are supposed to bleed off the charge before getting a strike. They cost a fair bit and they say they are guaranteed with a money back option. Think about it. They are connected to ground therefore they are at the same potential as the rest of the boat and just as liable to generate streamers as the next boat. Unfortunately, since lightning strikes are so rare, there is no statistical evidence to support their effectiveness.

- Bill Graham



MOB

There is one shout on a boat that no one wants to hear

And that is "MAN OVERBOARD".

There is one more shout on a boat that is even worse, much worse, than the previous one. And that is "SKIPPER OVERBOARD". Oh! Oh! What to do? If you, as skipper, are in the water, watching your boat sail away from you. How comfortable are you that your crew, or guests, or family, can locate you and get you back on board before hyperthermia gets you?

It does happen. When it does, everyone on board should know what to do. Otherwise, you're toast!

Years ago, I was witness to a man overboard situation. A young woman went overboard from a 30 foot sailboat in Georgian Bay. We were several hundred yards away. They got the boat back to her in no time flat. But when they tried to get her back on board they found they could not lift her from the water to the deck level. They tried everything but to no avail. A few minutes later a young man jumped in to help her. Now there were two MOB's. Even though the boat was fully crewed, it took 20 minutes to get her back on board, by that time she was unresponsive, suffering from hypothermia and was finally evacuated by Coast Guard. Incidentally, they did not have a swim ladder.

We have all read about the 'best way' to recover a man overboard, but until it is done in actual practice, with a live person, it may not go well. There are several methods of getting the boat back to the MOB, whether it is the "quick stop", or the "figure of 8" method, that is the easy part. On most keel boats the free board is high enough that it is almost impossible to heave a person; whose wet clothing is an additional deadweight, up high enough to clear the deck. Lake Ontario with it's frigid temperatures can heighten the danger due to hypothermia. It is a real challenge.

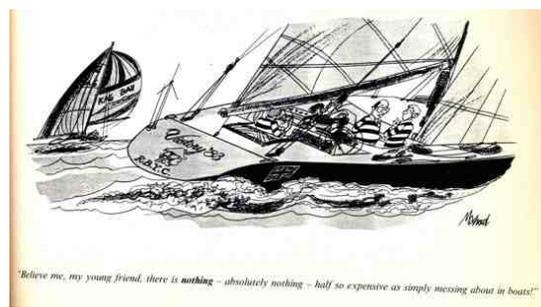
In many cases the person overboard may not be too responsive, whether it is a blow to the head from the boom, sickness, or hypothermia setting in, or just the effect of frigid temperatures affecting muscle co-ordination, the person in the water may not be able to help him/herself. Therefore it is up to your crew to act fast. A swim ladder should be an essential piece of equipment if you sail Lake Ontario.

When the weather is warm, and not blowing a gale, it should be a live person to go overboard to be retrieved, not a fender. Then we will all see just how difficult it is to get a person back on board. A good place to do that is off the beach in shallow water where it may be just a little warmer. It might also be a good idea for someone to video tape the experience(s). These videos can be shown to the membership and the finer points discussed. What was done right, and what was done wrong.

It all comes down to training so that every member of your crew knows what to do to get the MOB, or yourself, safely back on board. When it comes down to the crunch of hoisting the MOB back on board you may realize that "Oh! No, we don't have anything to hoist him/her back on board". You will need a block and tackle of at least 4:1 purchase, a length of rope at least ½ Inch diameter to make it easier on your hands, a sling, or life buoy, or horseshoe that can fit around the MOB, or even an old jib.

Of course, if they are not hypothermic your crew can help him/her up the swim ladder. Time is of the essence.

- Bill Graham



Junior Sail

What an awesome sight to see all the small white sails on the bay on July 2nd!

For the next two months expect your fill of updates from the Jr Club when you receive your copy of our very own Newsletter...sailFast.

On another note, I am looking to find out if anyone has seen the black lockbox that was placed on the D.O. table. It was being prepared as a key box for Jr Sail keys for the Sr Member's use in case of an emergency.

In addition I am also looking for a 55' piece of white 5/16" line that was on the D.O. table to be used to replace the halyard on the flag pole for the Provincial flag. If you see either of these items please contact me directly with their whereabouts so that I may retrieve them. 416-524-9769, jrsail@fbyc.ca

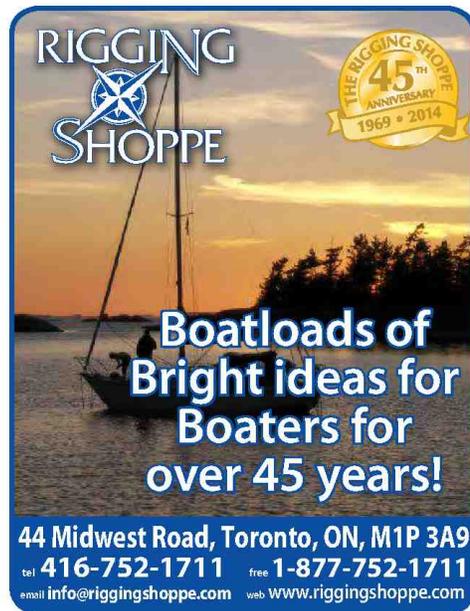
Acknowledgments

The work party that happened on June 23rd was instrumental in having us ready (or almost ready) for startup. Tony, Bill, Jonathon, Shirley and non members Terry, Joe and Anthony....a BIG thank you.

Connor, Rob, Doug, Izzy and Daniel thanks for doing what it took to get us the rest of the way there to open on time and ready to make a great summer full of memories for all of our young sailors. With a full roster of participants on the first session, you had your hands full and you did it!

See you around the club!

- Cameron Hastings



About.....Ray Davies



Ray Davies (centre), former FBYC race team member and brother of Rod Davies Together they were a powerhouse duo in the 80's in Laser racing.

- an article from the past.....

Ray Davies finishes fourth at World Masters Sailing Championship

COMMUNITY Oct 03, 2009 Oshawa

The competitive sailor from Ajax, who finished seventh at the Olympic Trials back in 1996, jumped back into a boat this year to compete at the World Masters Sailing Championships in Halifax, Nova Scotia. He finished fourth overall out of a field of 40, and top Canadian, in the 35-44 Laser class, a mere two points out of third.

"I was looking for a top 10 just based on some of my experience and it was a good target. After the first day I was sixth, so I hit my target," he said of his foray back onto the water after just one pre-event competition where he finished as the top Master. "As the regatta wore on, I felt more and more comfortable.

"I was quite pleased with the result."

The regatta was held from Aug. 28 to Sept. 5, with sailors scheduled to take to the water for six days in a row, with two races planned each day. The only day the weather didn't cooperate was the final day, when a lack of wind kept

everyone on the shore, reducing the number of races to 10.

With each of the 10 races taking just over an hour to complete, it was a gruelling week.

"You feel it," admitted Davies. "The first day the adrenaline is there because of the spirit of the competition and your body doesn't hurt as much. By the third day, your body is starting to feel it.

"By the end of the event, I don't think anybody was complaining too much."

Davies has been sailing since the age of 11, starting with a junior club at Frenchman's Bay and progressing to the Royal Canadian Yacht Club in Toronto at the age of 14 for his formal training. He was a quick study, winning titles in the U16 and U18 divisions as well as the Canadian Youth Championships for two years. A national team member for 10 years in both the Laser and Finn classes, he joined his brother, Rod, who was also an international sailor, at the Olympic Trials in 1996. While Davies didn't advance to the Olympic Games, his brother represented Canada in Atlanta.

Two years later, he was out of the sport.

"Just this year I decided I wanted to get back into it," he said. "Now that I'm over 35, I was eligible to race (in World Masters) in Halifax, so I decided I would go give it a whirl."

He enjoyed the competition and atmosphere, noting there was good sportsmanship among the competitors, and while it was serious during the races, it was friendly after.

Davies expressed an interest in competing again next year in England but noted that without the funding that used to be included during his days on the national team, there's isn't much out there when competing for the spirit of the sport.

Cruising

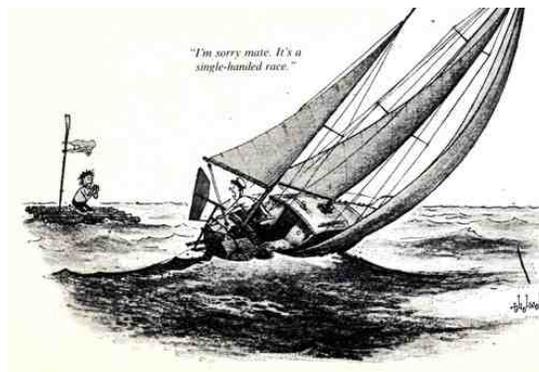
ABYC Cruise is still on for August long weekend. However, so far, they are sending 13 boats and we have 15 + wait list. Not all docks have power at ABYC. They are hoping to have everything at full power by our cruise date, however that may be tight depending on water levels. More hot dry days should help! If you are no longer able to attend this cruise even if your name is on the wait list, please cross it off so we can try to get everybody who wants to go accommodated.

Bronte Creek Yacht Club cruise for Labour Day weekend is cancelled due to a scheduling conflict at BCYC. It appears that they scheduled a regatta after our cruise date was set up last fall. I have been in touch with Port Credit, they have two cruises scheduled for that same weekend to clubs that are presently closed. Port Credit asked us to check with them in early August as they also would like to go somewhere for that weekend. I am also in the process in checking MCC and Lakeshore. As the dock situation around the lake becomes clearer by early August and nothing has been worked out, I will send an e-mail blast out to all the clubs and see if anyone may be in similar circumstances and would like to get a cruise going with us.

We are blessed to have a full club at present. However, that also means juggling slips for visitors which can be challenging at times.

Please remember to:

- a. Sign out on the "gone sailing" log in the DO office. Sign in again upon return.
- b. Move your boat name out of the slip on the deck layout that is also in the DO office. When you are back, please move your boat name back to the slip.
- c. If you plan on coming home earlier than what was posted in the "gone sailing" log, particularly on a weekend, please try to contact a Duty Officer or e-mail mike.brajac@gmail.com. This is particularly important on the two remaining long weekend dates where we have incoming cruises.



Upcoming Events

Social Events

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

Saturday, November 9
- Annual Banquet

Club Business

Monday, August 12 (7 pm)
- Executive Meeting

Cruising

Weekend, August 3
- ABYC Cruise

Weekend, August 31
- Bronte Harbour cruise

Racing

Wednesday, July 24
- Summer series II begins

August 9-11
- Falcon Cup

Thursday, August 22
- Single hand series begins

Saturday, August 24 (10 am)
- Pursuit race

Yoga

Tuesdays (7:30 pm)

PARA

Tuesday, August 13 (7:30 pm)
- Executive meeting

Available to members or member sponsored guests.

FOR RENT

For further details and contract terms, contact
Steward@fbyc.ca

\$175.00 per event
(includes use of kitchen facilities)

Additional Services Available:

- Bar (1 or 2 bartenders)
- Post-event cleaning

Upcoming 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

July 15	Red	Brazier, Jim
July 16	Red	Coholan, Aaron
July 17	Red	Oliver, Jonathan
July 18	Red	Wood, Tom
July 19	Red	Ramsden, Bryce
July 20	Green	Flood, John
July 20	Red	PARA, Care Of
July 21	Red	Trewin, Ron
July 21	Green	Welch, Doug
July 22	Red	Lippay, Doug
July 23	Red	Haramis, Tina
July 24	Red	Bellstedt, Peter
July 25	Red	Buttigieg, Bryan
July 26	Red	Vanderkuur, George
July 27	Green	Bested, Colin
July 27	Red	MacKimmie, Ian
July 28	Green	Viscount, Chris
July 28	Red	Viscount, Chris
July 29	Red	Barkhouse, Andrew
July 30	Red	Castle, Craig
July 31	Red	Alexander, David
August 1	Red	Gwilliames, Phil
August 2	Red	Brett, Michael
August 3	Red	Cummings, Samuel
August 3	Green	Lalonde, Rick
August 4	Red	Greenhalgh, Richard
August 4	Green	Plumb, Phil
August 5	Red	McKeown, Nancy

August 5	Green	Mokhtarian, Hovik
August 6	Red	Coons, Bill
August 7	Red	Cane, Donald
August 8	Red	Croley, Patrick
August 9	Red	Campbell, Peter
August 10	Green	Fade, Bill
August 10	Red	Hastings, Cameron
August 11	Red	Faria, Bill
August 11	Green	Guerin, Kevin
August 12	Red	Redman, John
August 13	Red	Thompson, Miles
August 14	Red	Rennie, Michael
August 15	Red	Welch, Doug
August 16	Red	Wysocki, David
August 17	Green	Taylor, Danny
August 17	Red	Taylor, Danny
August 18	Green	Bowman, Mark
August 18	Red	Bowman, Mark
August 19	Red	VanDerWees, Ron
August 20	Red	Graham, William
August 21	Red	Redman, Bryan
August 22	Red	Passafiume, Thomas
August 23	Red	Zoldowski, Konrad
August 24	Green	MacDonald, Alan
August 24	Red	MacDonald, Alan
August 25	Green	Dickson, Glen
August 25	Red	Dickson, Glen
August 26	Red	Mealiffe, Patrick
August 27	Red	Blundell, Jeff
August 28	Red	McNally, Michael
August 29	Red	O'Donnell, Byron
August 30	Red	Zeeb, Karl
August 31	Red	PARA, Care Of
August 31	Green	Stobie, Bob



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Duty Officer - Duties and Responsibilities - A Summary

1. review the log book
2. pick up the hand held vhf radio - channel 68. put it back on charge at the end of your shift.
3. wear the red do vest while on duty.
4. during the end of the shift the do should complete the duty watch report
5. red watch do's are responsible to phone do's of the following day,
6. Do a walkabout
7. when a vessel visits from another yacht club, please advise the visiting skipper where to dock. ask the draft and beam of the vessel, and consult the white board opposite the washrooms for member vessels absent from the slips for an appropriate slip. slips on c dock are larger than on b dock, and obviously, the further the slip is from shore generally the deeper the water. on a dock, the larger slips are further out. any boat over 9' beam or 5' draft should be considered large. once secure, greet the visitors and advise the visiting skipper on the location of the guest log. it is important that all visitors be recorded in the guest log, as this can assist in tracing the movements of a missing vessel in the event of an accident. please assist in any way possible in extending the hospitality of fbyc. copies of a visitor information sheet are available to hand out in the room where the do logbook is kept. advise the visitors on policies regarding the gate into the grounds.
8. Enforcement of house rules. the house rules are included as an addendum to the constitution; you should have a copy and be familiar with them. any problems concerning the junior club members and activities should be reported to the junior sail committee asap.
9. the do should direct parking when necessary
10. the do should approach strangers and politely remind them that the club is private property. assist visitors at the gate inquiring about joining the club or about boats for sale. assist and greet ground visitors from other yacht clubs that can demonstrate their membership in those clubs (membership card). invite them to join our members when the bar is open.
- 11 Check mooring lines, secure and/or notify owners
12. conduct themselves in a manner consistent with the responsibilities of the office
13. lowering of the ensigns at sunset, but not the club burgee.
14. keep an eye on small sailing vessels from junior club members, the sailing school and other members that are sailing in the bay.
15. The assistance of the vice-commodore or any flag officer should be sought whenever a problem is beyond the scope of the duty officer.
16. Please ensure that the gate is not locked open at the end of your watch. The code for permanent opening or closing of the gate can be found in the logbook.
17. red watch do's shall ensure that the exterior doors and latches of the club house and jr. club houses are locked at the end of their watch. the east door near the rest rooms should be left open if we have overnight visitors so that they can access the rest rooms. otherwise, the panic bar is to be locked by using the hexagonal allen key that hangs to the left of the door. the hex key is to be inserted in the little hole near the latch and turned until the latch remains in the lock position (from the exterior). if the west door is locked open, that can be cancelled by wiggling your key in the lock.
18. toward the end of a red watch, the do must inspect the interior of the club house, looking for problems with lighting, plumbing or the gas supply. make sure that all the burners on the gas stove in the kitchen upstairs are turned off. inspect both rest rooms, after making sure that the one of the opposite gender is empty. also make sure that the valves on the propane tanks of the barbeques are turned off; don't rely on the controls on the barbeques themselves.
19. particularly during a spell of dry weather, the do should consider watering the flower beds and flower pots, and possibly the lawn as well. use your own judgment as to the condition of the soil.
20. be sure to bring your club key with you!
21. don't forget to take out the garbage and put the bags in the large garbage bin located in the parking lot.

HOUSE RULES FBYC

1. The Club premises are for the exclusive use of the Members of the Club, their spouses and their guests, and no strangers will be admitted to the Club premises under any circumstances except through personal introduction by, and in the company of a Member or by invitation of the Board of Directors as hereinafter provided.
2. Chartering, loaning a boat in return for payment or any other business enterprise on Club premises is prohibited.
3. The acceptance of a key by a Member imposes upon that Member the full responsibility for maintaining the proper conditions and security of the Club premises whenever they use the facility. Damages to the Club premises resulting from negligence of a Member or their guest shall be the responsibility of the Member.
4. The Club will not at any time be responsible for loss of or damage to, the property of a Member, family or guests.
5. Members should be able to produce their membership card when required and guests shall abide by the same rules as Members.
6. Members are at all times responsible for the conduct and actions of visitors they introduce to the Club.
7. Club Members will conduct their activities while on Club property with due consideration for the feelings of other Members and observe reasonable decorum.
8. The Entertainment Committee has the power to refuse entry of any Club Member to a planned activity duly advertised by mail, if the admission is not paid when required.
9. The approved organized group activities of the Club shall take precedence over any activity of individual Members or group of Members. In the event of a conflict between a Member's activity and an approved organized activity of the Club, the Club activity shall proceed without impediment. When conflict arises between approved organized activities of the Club, the approved plan shall prevail unless changes to the plan are adopted by all affected Committee Chairmen.
10. Members may avail themselves of the use of the kitchen facilities for their personal use whenever this does not interfere with Club activities. The privilege of use of these facilities entails the obligation to leave them in clean and suitable condition with all utensils returned to their proper storage area. Supplies belonging to Members shall not be used by other Members unless specifically authorized.
11. Members shall clean up and remove all litter and waste caused by them in any part of the Club premises, such refuse shall be placed in the receptacles provided.
12. After using the washrooms. Members should leave them as if they expect to use them again. In other words LEAVE THEM CLEAN.
13. Persons with wet or muddy footwear shall remove their footwear before entering the lounge area of the Club house.
14. Articles of a personal nature such as shoes, clothing, boat equipment, etc. shall not be left on the Club premises or out-buildings.
15. Committees or groups using Club facilities for their own activities are responsible for cleaning of the area used. General Membership Meetings being the responsibility of the House Committee,

HOUSE RULES FBYC

16. Visiting yachtsmen who are members of recognized yacht clubs having reciprocal agreements with our Club shall be allowed the privileges of the Club House, but such privileges may be withdrawn by the House Committee if they are improperly used.
17. No Member shall take from the Club House, under any circumstance, any articles belonging to the Club.
18. Minors will not be allowed in the Club lounge unless accompanied by their parents or a responsible Member.
19. Club House premises are not to be used for overnight accommodation either for Members or guests except in the case of extreme emergency.
20. Alcoholic beverages are only permitted on the Club premises in accordance with the current regulations of the LCBO.
21. Gambling on Club premises is prohibited.
22. **Pets are not allowed in the Club House and must be on a leash when on Club property. Owners MUST stoop and scoop.**
23. Gasoline or any combustible material is prohibited in the Club House.
24. Vehicles must not be parked in posted areas, or any area that may hinder easy access to docks or Club facilities.
25. **Small boats, including towing dinghies, shall be stored only in spaces allocated to, and paid for by Members. Private dinghies or tenders are not to be left in the dinghy basin.**
26. Rules regarding the pump-out station shall be posted at said station.
27. No swimming is allowed from the docks or Club property.
28. No fishing is allowed in the Club harbour
29. Children under the age of ten (10) must wear a life jacket when on Club docks.
30. No boat, other than a visiting boat, shall be secured in any slip other than the one allocated for its use without the permission of the Rear-Commodore Harbour or, in his absence, a Flag officer of the Club.
31. If a Club Member with a slip allocation sells their boat during the boating season, they shall forthwith notify the Rear-Commodore Harbour. If the boat is sold to a Non-member of the Club, the slip shall be vacated on the date the new owner takes possession. If the boat is sold to a member of the Club, a slip will be assigned by the Rear-Commodore Harbour in accordance with the rules for allocating slips.
32. All boats will be secured with mooring lines of sufficient size and in such manner as to meet the approval of the Rear-Commodore Harbour.
33. Any Member selling their boat to a non-member is obligated to remove the Club burgee and any other marks identifying it as a boat belonging to a Member of the Club.
34. In the absence of the Duty Officer of the day, it shall be the responsibility of the last Member leaving to ensure that the premises are secure.
35. The committee boat and Club dinghies (power or sail) shall be under the direct control of the Rear-Commodore Fleet and/or the Rear-Commodore of Junior Sail. Subject to the foregoing, the Duty Officer may use a Club dinghy (power) in the discharge of their duty. Life Jackets MUST be worn by anyone using Club dinghies, either power or sail.

HOUSE RULES FBYC

36. No member shall keep any boat, trailer or other personal equipment on Club premises between November 15th and April 1st of the following year. Masts stored on a Club storage rack MUST be removed from the rack by May 31. Any mast still on a rack after May 31st will be removed at the owners expense.
37. Members of the Junior Club will not interfere in any way, shape or form, with the Sailing School during its normal operating hours.
38. Live-aboards will not be permitted to use Club docks.
39. Rules regarding the rental and use of the Club banquet facilities by any Member shall be posted in the Phone Room.
40. Each Member shall consider it their personal responsibility to ensure that all Members abide by these rules,

Effective - September 25 2006