



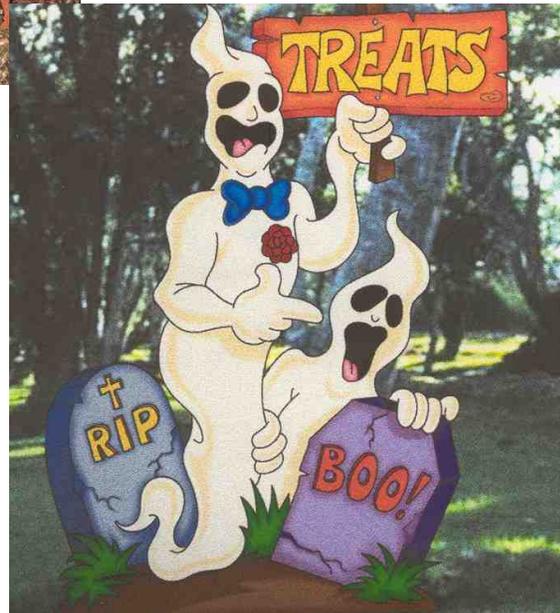
SAILPAST



End of Summer Edition

September, 2017

Coming Soon !!!!



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Printed: September 2017 in Pickering, Ontario.

Publisher

Frenchman's Bay Yacht Club

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Ron van der Wees

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Check out the second of our series of articles on the old sailing ships of yesteryear!

The list of nominations for board positions are available herein for discussion at the general meeting on the 25th of September.

Some Club Business

Duty Officer

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.

16-Sep-17 Green	Campbell, Peter
17-Sep-17 Green	Oancea, Dan
18-Sep-17 Red	Wiseman, Marcus
19-Sep-17 Red	D'Elia, Gino
20-Sep-17 Red	Plumb, Phil
21-Sep-17 Red	Hess, Robert
22-Sep-17 Red	O'Donnell, Byron
23-Sep-17 Green	Carrier, Denis
24-Sep-17 Green	Robinson, Stuart
25-Sep-17 Red	Fulton, Ed
26-Sep-17 Red	Cummings, Samuel
27-Sep-17 Red	Gillmeister, Heinz
28-Sep-17 Red	Oancea, Dan
29-Sep-17 Red	Thompson, Miles
30-Sep-17 Green	Brett, Michael

01-Oct-17 Green	Piggins, William
02-Oct-17 Red	Watson, Chuck
03-Oct-17 Red	May-Kim, Karen
04-Oct-17 Red	Wilson, Tom
05-Oct-17 Red	Chalkley, Peter
06-Oct-17 Red	Fulton, Ed
07-Oct-17 Green	Greason, Greg
08-Oct-17 Green	Zeeb, Karl
09-Oct-17 Green	Brazier, Jim
10-Oct-17 Red	Costar, Nick
11-Oct-17 Red	Zeeb, Karl
12-Oct-17 Red	Villani, Tony
13-Oct-17 Red	Brajac, Michael
14-Oct-17 Green	Weidenborner, Egon
15-Oct-17 Green	O'Donnell, Byron
16-Oct-17 Red	Gwilliames, Phil
17-Oct-17 Red	Walsh, Christine
18-Oct-17 Red	Graham, William
19-Oct-17 Red	McLean, Al
20-Oct-17 Red	Weidenborner, Egon
21-Oct-17 Green	Alexander, David
22-Oct-17 Green	McNally, Michael

Nominations for 2018

For discussion at the General meeting on September 25.

Executive Positions

Position	Current Officer	Proposed Candidate
Commodore	Glen Dickson	Sam Cummings
Vice Commodore	Same Cummings	Mark Chin
Vice Commodore Facilities	Byron Lucas	Byron Lucas
Rear Commodore Fleet	Dave Riegert	Tom Wood
Rear Commodore Junior Sail	Kevin Guerin	Kevin Guerin
Rear Commodore Harbour	Greg Greason	Greg Greason
Secretary	Bob Stobie	Bob Stobie
Past Commodore	Denis Carrier	Glen Dickson
Treasurer	David Alexander	Chuck Watson

Chair Positions

Position	Current Officer	Proposed candidate
Public Relations	Ed Fulton	Ed Fulton
Membership	Louie Skretas	Louie Skretas
Grounds	Peter Chalkley	Peter Chalkley
Power Boat	Mike Brajac	Mike Brajac
House	Chris Smith	Chris Smith
Entertainment	Annette Reesor	Annette Reesor
Sailing School Director	Jeff Blundell	Jeff Blundell
Boat (Fleur de Lis)	Bruce Stephen	Bruce Stephen

Appointed Positions

Position	Current Officer	Proposed Candidate
Sailpast Editor	Ron Van Der Wees	Ron Van Der Wees
Webmaster	Doug Welch	Doug Welch
Club Steward	Maureen Tutty	Maureen Tutty

Sail Canada

Race Management

The 2017 Advanced Race Management Seminar will take place in Toronto, ON, October 20th - 22nd. Location: Toronto, ON

Schedule:

Friday October 20th 8:30am - 4:30 pm
 Saturday October 21st 8:30am - 4:30pm
 Sunday October 22nd 8:30am - 1:00pm

Registration:

The fee for the seminar is \$150 and includes morning coffee/tea service each day, and lunch Friday and Saturday. Candidates must register for the seminar in advance.

Annual General Meeting

The Sail Canada Annual General Meeting will take place in Toronto on the Friday evening of the race management seminar, followed by a Skippers Plan reception. All seminar candidates are welcome to attend.



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Commodore's Report

Where has the summer gone?!?

After a season of incredibly high water, now it's going down too fast! When I looked today, we're down a good 3 feet from the peak. I'm sure in another few weeks we'll all be praying for a wet winter.

It's hard to believe, but my time as Commodore is just about over. In just a few weeks, at the general meeting, we'll elect a new Commodore for 2018. I think we have a very strong slate of candidates for next year's Board, and I'm confident I leave things in good hands.

Our Friday night dinners are over for the season. I can't help but think we are very spoiled here at FBYC, with the great food and service we are treated to every Friday throughout the summer. And they raise money for the club! I tip my hat to Chef Izzy, Isabella Zeeb, for all her hard work this season and last, and to all her crew. We are truly fortunate to be able to enjoy her culinary skills on a regular basis. I'm pretty confident Chef Izzy will be back next year as she continues her schooling in the culinary arts, but boy, are we going to miss her when she moves on and opens her own place!

This season is, as I mentioned, winding down. An updated list of completed work hours was recently posted online, and I sent out an email to members as a follow up. Which I'll do again now.

Our Active, Intermediate, and Dinghy memberships require 15 work hours to be completed per year. Any hours short are billed back to the member in question at a rate set annually by the board. I believe that mark is currently at \$45/hour.

The posted list is the benchmark we use to calculate hours owing at the end of the

year, and it is the responsibility of the member to ensure they have been credited for hours completed. Last year I had a pile of emails after the invoices were sent in the spring complaining that the hours were wrong.

This year, we're sticking to it. You have until the end of January 2018 to correct any errors on the list for 2017. After that, the invoice will not be rescinded or corrected. So please pay attention to the list.

If you feel something is incorrect, please reach out first to Miles Thompson (milest@sympatico.ca) the keeper of the list, and if necessary, the committee chair responsible for whatever the event or task was to verify and correct if necessary.

There are still several months left to complete your work hours. Clean up day is a great opportunity to gain hours in October. There will also likely be plenty of opportunities as we get close to digging up the east wall and lifting the power junction boxes.

Also, a significant number of members have still not stepped forward to pay their towing dinghy fees. We really don't want to have to police this...if you have an inflatable dinghy that is stored on davits, in your slip, in another slip, at the dinghy dock, or on the storage rack, you are required to pay the towing dinghy fee of \$94.56 plus HST (\$106.85 tax in). If you have not yet received an invoice, please send me a note at commodore@fbyc.ca and I'll get it taken care of.

I want to thank all those who helped out with getting things back in order this strange season, or who helped keep things running.

I'm not going to name names right now, but for all those who assisted with moving equipment from harm's way or with electrical and providing, moving and removing skids or docks during our high

water crisis, Thank You. Your efforts were greatly appreciated by all.

A few weeks ago a group of our members attended the 50th anniversary of the founding of PARA (or PARU as it was originally known). A great night was had by all, and I'd like to extend my congratulations to the entire organization on reaching such an outstanding milestone. It's even more remarkable as PARA is a volunteer organization. I can't even imagine the effort that has gone into raising funds over the years to keep it in operation providing safety and rescue operations for boaters in a broad region. Congratulations, and here's to another 50!

- Glen Dickson

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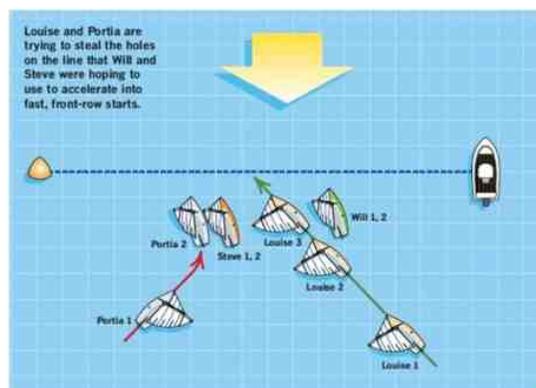
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Rear Commodore, Fleet

A clean start is a good start, and fortunately there are only a few essential rules that apply when you're most likely to put them to use. "Rules" from our April 2011 issue.

By Dick Rose January 30, 2012 (cited Sept 13, 2017 from <http://www.sailingworld.com/how-to/how-rules-work-start>)

Boats are frequently packed close together in the final countdown to the start, and as a result, the rules get a real workout. Thankfully, the rules that apply at a starting mark are significantly simplified because no Section C rule applies at a starting mark surrounded by navigable water (see the preamble to Section C). So what rules do apply at the start? They are the same rules that apply in open-water situations. Between any pair of boats, one—and only one—of the basic right-of-way rules in Section A applies at any given moment, and that rule confers right of way on one of the pair and the obligation to keep clear on the other. Three "General Limitation" rules from Section B limit changes of course by the right-of-way boat. These are, in order of importance, Rule 16.1, Changing Course, Rule 14, Avoiding Contact, and Rule 15, Acquiring Right of Way. You can either aim for a front-row start somewhere in the middle of the pack or, when one end of the line is favored, try to nail the start at the favored end. Let's apply the rules to each of these starts.



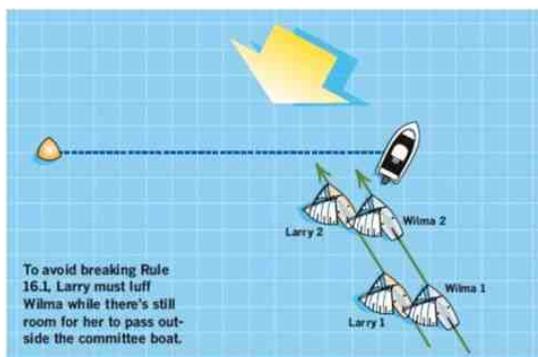
The first diagram shows two typical mid-line situations that occur often in a large fleet of dinghies. Will and Steve have each set up on the windward side of a hole rather early and are barely moving forward on starboard tack. Louise and Portia come in later, both sailing at normal speed, and intent upon occupying the spaces that Will and Steve have been planning to use to bear away and accelerate in the final seconds before the start.

At Position 1, Louise is clear astern of Will and required by Rule 12 to keep clear. Because she is moving much faster than Will, Louise anticipates that she will soon have a leeward overlap on Will and begins to warn Will by hailing "Go up, don't come down." If Louise hails while still clear astern, her hail is totally inappropriate and toothless. As long as Will is clear ahead, he is under no obligation to take any action to avoid Louise. As the right-of-way boat, Will can make any course change he wishes provided that, as he does so, he gives Louise room to keep clear (see Rule 16.1).

At Position 2, Louise becomes overlapped to leeward of Will. At that time Rule 12 no longer applies and is replaced by Rule 11, which gives Louise right of way. However, at the moment of transition, Rule 15 requires Louise to give Will room to keep clear. Rule 15 only applies initially—that is for a few seconds after the overlap begins. However, at all times while Louise

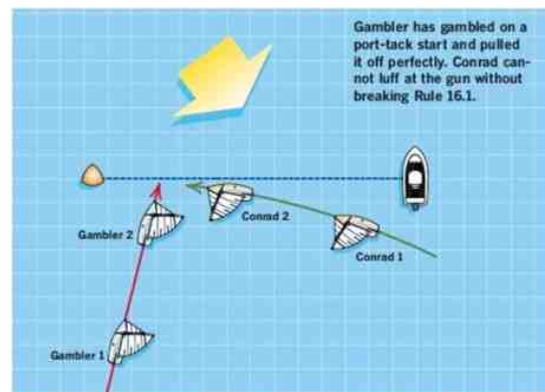
remains overlapped to leeward of Will, she is bound by Rule 16.1 if she changes course. Louise intends to luff up to enlarge the hole to leeward of her and to deprive Will of any gap in which to accelerate. If Louise were to luff up at Position 2, she certainly would break Rule 16.1 because, if Will tried to luff in response, his stern would swing into the starboard side of Louise's bow. To avoid breaking Rule 16.1, Louise should delay any luff until she reaches Position 3, at which point there will be room for Will to keep clear.

Portia has her eye on the hole that Steve intends to use. While she is on port tack, and from the time she passes head to wind until she assumes a close-hauled course on starboard tack, Will has right of way, first under Rule 10 and later, after Portia passes head to wind, under Rule 13. At Position 2, Portia is still required to keep clear under Rule 13. She wants to force Steve to remain in the position he is in. To do so, she must first obtain right of way, by bearing off to a closehauled course momentarily, and then luff again. To improve her chances in the protest room should Steve protest her for breaking Rule 13, Portia should hail, "Closehauled, keep clear" when she is first on a closehauled starboard-tack course.



Now, let's assume the starboard end of the line is favored and examine how the rules apply to boats vying for the best start

at that end. Take a look at the second diagram, where Larry and Wilma are overlapped on starboard tack approaching the stern of the committee boat at the starboard end of the line. Larry has right of way under Rule 11. At Position 1, he can luff Wilma without breaking Rule 16.1 because there is plenty of room for Wilma to keep clear. However, at Position 2 Larry may no longer luff Wilma, because doing so would force her to hit the committee boat. Rule 16.1 requires Larry to give Wilma the "space [she] needs . . . while maneuvering [to keep clear] promptly in a seamanlike way." Touching a mark (even if there is no damage) is not considered "seamanlike" (see new ISAF Case 114). so a leeward boat intending to "shut the door" on a barging windward boat must do so while there is still room for the windward boat to pass to starboard of the committee boat.



Finally, look at the third diagram. There, the port end of the line is favored. Gambler is trying to port-tack the fleet, while Conrad is cautiously setting up for a start on starboard tack at the pin. Gambler has positioned his boat and timed his run at the line perfectly. The starting gun is fired while the boats are at Position 2, just before Gambler's bow crosses the line. If Conrad holds his course, Gambler will cross ahead with no need for Conrad to take avoiding action. Conrad was reaching below the line on starboard tack, intending to head up at the start. However,

if Conrad were to luff immediately after Position 2, there would be no way that Gambler could keep clear without hitting the mark. Therefore, such a luff by Conrad would break Rule 16.1. Conrad's cautious approach has backfired. Now, to avoid breaking Rule 16.1, he is forced to hold his course until Gambler has crossed ahead. At that point, Conrad will probably have to jibe around below the line and make a late and risky approach to the line on port tack. The lesson here is clear. If you are trying for the pin-end start on starboard tack and you see a boat setting up for a port-tack start, you should slow up so that, at the gun, you are far enough from the pin to enable you to luff without depriving the port-tack starter of room to keep clear.

Contact and its implications

Rule 14 requires all boats, at all times, to "avoid contact with another boat if reasonably possible." A boat includes all her equipment and her crew (see Terminology in the Introduction to the rulebook). Therefore, if a windward boat's mainsheet brushes the shoulder of the leeward boat's crew, it's contact. Also, if your crew thinks contact is about to occur and fends off to avoid damage, then, when your crew touches the other boat's hull, it's contact. There is an understandable impulse to push an offending boat backward and to push your own boat forward when fending off. Resist it! In addition to raising the hackles of the other boat's crew, fending off in such a manner breaks Rule 42.1, Propulsion, and probably Rule 2, Fair Sailing, as well.

- Dave Reigert

Cruise Committee

Cruising Award—Deadline October 15, for most post visited. Logbook/logsheets accepted. Contact mike.brajac@gmail.com if you wish to apply.

Powerboat Network Session—We had a good discussion of all things powerboat related with a small group on September 8. A second session will be scheduled for October—date TBD.

2018 Cruises

Although it seems the best weather of the summer for cruising has just arrived, this is what is in the works for 2018.

Canada Day Weekend—Cobourg was such a hit we're going back for another year (sign-up sheet will go up Nov 1 to February 15)

July 27, Commodore's Cruise-- RCYC

August long weekend—ABYC

Labour Day Weekend—under consideration by National YC .

- Mike Brajac

Entertainment Committee

Even though the water levels were high, and the weather not quite as warm and sunny as we could have tolerated, we still managed to have a lot of fun at FBYC.



Entertainment committee would like to thank everyone for supporting the corn roast and BBQ. Between your attendance, some pretty sweet corn, and the many cheerful volunteers, it was a fun evening! Thanks for coming out!

We have Taryn returning this fall with YOGA at the club on Thursday evenings, at 7:30 beginning September 28. The cost for the 6 wk session class will be \$60 if you sign up by Sept. 28. or save and pay now for 12 wks for only \$100.

Classes will begin at 7:30. Please come early enough to get yourself set up. Please bring along with your mat, these props: belt or strap, towel or block, & water bottle.

For those of you who are curious, and would like to try a class before committing there is a drop-in option for \$12 per class. All are welcome.

Needed

your best recipes (it could be a dessert, salad, entree, or cocktail, or anything delicious) for the FBYC cookbook - Target: 2-4 recipes per member Please send your submissions to fbyc.cookbook@gmail.com by the Oct 5

Mark your calendar for the following

Costume Party - Oct 27 - Pub night - 7:30 Bring a halloween theme snack, and wear your best costume, Prizes for Best 'ghoulish' snack award & Best Costume award !

Bizarre - Nov 4 -10-2 pm There will be a bake sale, crafts, a rum cake contest, the FBYC cookbook, & other items available for purchase. Have a craft that you would like to sell: book a table for \$10 Please contact Patricia Susman at patricia.susman12@gmail.com to make a contribution or have any questions.

Banquet - November 18 - at Waterfront - Watch for details - Tickets available soon.

Friday, December 1 - Tree Trimming Pub Night Get into the spirit, with Christmas music, cookies and hot rum apple cider, by the warmth of the fire!!

Christmas Potluck - Saturday, December 9 - 6 pm bar opens, eat at 6:30 pm and then the white elephant gift exchange

January 19 - Euchre Tournament - 7:30 start

- Annette Reesor

Wave Line Theory

Today's naval architects predict the speed and power of ships using scaling laws developed in the late 1800s by British engineer William Froude. But long before Froude, ship designers and shipbuilders knew that the proportions and shape of a ship's frame, or hull, affect its speed through water—and they sought out rules that governed those relationships.

In the late 1500s, a British shipbuilder named Mathew Baker famously circulated a drawing of a hybrid fish—with the blunt head of a cod and the tapered tail of a mackerel—superimposed on the hull of an Elizabethan warship. Devoid of any scientific or experimental basis, the idea that such natural principles should dictate the shape of a ship's hull was nonetheless widely accepted.

Throughout the 17th and 18th centuries, the scientific revolution spawned new ideas about hydrodynamics and resistance, which define the forces acting on a vessel moving through water. Navies around Europe, looking to build faster sailing warships, commissioned scientists and inventors to test those ideas. The arrival of steam power on the maritime scene in the early 1800s introduced an additional, financial incentive to minimize resistance: A steamship's operating costs were directly tied to its coal consumption, which in turn depended on its resistance. Early steam-powered ships were faster and more dependable than sailing vessels, but their engines were inefficient. Shipbuilders therefore sought fast, efficient hulls to get the most out of each ton of coal.

It was in that era of industrial upheaval, at the dawn of the Victorian age, that a mathematically minded British engineer named John Scott Russell set out to discover a universal law of shipbuilding: a

set of design principles that would yield a hull of minimal resistance. The resulting theory, called the wave-line theory, dominated the world of naval architecture for nearly half a century. It guided the design of not only steamships but prize-winning yachts and record-setting clippers.

The wave-line theory eventually fell out of favor, replaced by Froude's more rigorous theories, but its story is an instructive history lesson about the often-complicated relationship between science and technology.

Making waves

A well-respected shipbuilder, Russell studied mathematics at the University of Glasgow from 1821 to 1825 and subsequently learned the mechanical trades by building steam carriages and marine steam engines. His combination of theoretical and practical training was almost unmatched in Britain.

In 1835 he began developing his wave-line theory while searching for ways to improve the newly developed steam canal boat. By then, scientists had identified hydrodynamic pressure and friction as key components of ship resistance. Russell argued, correctly, that wave making was another important factor. However, he incorrectly attributed wave making solely to the shape of the hull; in reality, any body of any shape moving through water creates waves. Russell contended that because a conventional hull has a blunt waterline—that is, the front of the hull, the bow, is convex where it meets the water surface—it generates a wave that the ship must continually push out of the way. Russell believed that a bow with an appropriately concave, or hollow, waterline would displace water to the sides of the vessel without creating a bow wave.

Russell worked for the next eight years to determine precisely what form that waterline should take. The British Association for the Advancement of Science (BAAS), a newly established competitor to the Royal Society gave him, what in today's dollars was equivalent to \$1 million—to study the nature of waves at sea and to develop ship designs that reduced wave making. At the time, it was the second-largest sum the association had paid out.

By 1843 Russell reported to the BAAS that after thousands of experiments, he had discovered a new law of physics, dubbed the wave-line theory "by which it appears, that each velocity [of the hull] has a corresponding form and dimension peculiar to that velocity. In other words, Russell claimed to have un-covered the fundamental principles by which any ship's hull should be designed, regardless of size.'

Although wave-line theory was initially developed for steamers, it was put to greatest use in sailing ships, specifically the clippers and yachts of the mid to late 1800s. Clippers were built for fast transport of passengers and perishable goods; yachts were built to win races. Every aspect of their design and construction could be bent to the goal of speed.

The wave line achieved international fame and was widely imitated in the years following America's victory. By 1860 Russell had been appointed president of the Royal Institution of Naval Architects. But not all yachtsmen believed in wave-line theory. American Nathanael Herreshoff, who was trained as an engineer at MIT, explicitly rejected the wave line—and all other "scientific" theories—in favor of his seat-of-the-pants approach to hull design. His engineering intuition proved almost unerring; from 1893 until 1920, he designed and built five

consecutive defenders of America's Cup (formerly the Hundred Guinea Cup), including his 1903 masterpiece *Reliance*. None of those boats featured hollow waterlines.

To many scientists and engineers who studied naval architecture, Herreshoff's remarkable run might not have been so surprising. Decades earlier a few of them had started pulling at the threads of wave-line theory. And it didn't take long for the theory to begin unraveling at the seams.

Wave line's demise

Among the scientists and engineers who doubted wave-line theory was William Rankine. Starting in 1857 he carried out a decade-long study of ship resistance and concluded that so-called frictional eddies, shed along the length of a ship—not just at the bow and stern—were the most important determinants of ship resistance. But Rankine's theory for computing resistance, later shown to be largely accurate, was too complex to be used in the day-to-day practice of shipbuilding.

The same might be said of John Scott Russell and his half-century run of dominance in shipbuilding. Yet long after evidence emerged showing that his geometrical constructs were based on a foundation of sand, the fascination with his "form of least resistance" persisted. Part of the allure might have been his theory's simplicity. But another factor behind the endurance of the wave line and other geometrically derived forms may be the visual beauty of the objects they produce. And few objects were more beautiful than the elegant hulls of the clipper ships and racing yachts of yesteryear.

- edited version of an article published in Physics Today, July 2017

Ships of Yesteryear

THE "CUTTY SARK" AND "THERMOPYLIE" IN THE TEA RACE OF 1872.



THOUGH the famous tea clippers Cutty Sark and Thermopylie were rivals throughout their racing careers, and often loaded together, and left port within a few hours of each other for the same destination, the only instance where they were in company and actually racing within sight of each other was in the 1872 tea race.

When it became known that the two rivals were loading alongside each other at Shanghai, everyone in the tea trade realized that here, indeed, was going to be a battle of the giants, where seamanship and sail craft would reach their very highest level. In those days cargo was thrown into a vessel's hold, and a stevedore's business no longer demanded the skill that it did in the days of the tea clippers, when there were no water ballast tanks. The stiffening or ballast necessary with a light tea cargo had to be just the right amount and no more, no less, if a vessel was to be in her best trim.

Cutty Sark was the first to finish loading, the last chest being hurled aboard on the

afternoon of June 17th. She got under way at 7 p.m., and dropped down as far as Halfway Point, where she had to bring up for the night. Thermopylie put the tarpaulins on her hatches some time after dark that same night. The Woosung bar was crossed by both vessels the following morning, Cutty Sark being in the lead, and the beautiful Sir Lancelot, on her way to load at Foochow, was also company.

Here was a splendid start for the race home, with the chance of a trial of speed down the coast with Sir Lancelot.

But the weather spoilt it all. The wind was blowing at gale strength from the south with heavy rain and thick weather, and by nightfall on the 18th the fog was so thick that the pilots of all three vessels insisted on anchoring close to the lightship.

On the 19th it cleared sufficiently at noon for the racing ships to up anchor, and they were able to drop down the Yangtze estuary for some six or seven miles with the ebb before the fog blotted out every landmark, and they were obliged to anchor again. The exasperating weather held on the 20th. It cleared for about five hours after noon, when the ships made sail, but they were obliged to anchor again before night.

However, the 21st broke with a clear horizon, and the wind moderate from East 1 E.N.E. The pilots were dropped, and the clippers made sail. They speedily lost sight each other in the fog, which came on about noon, and Cutty Sark and Thermopylie did not see each other again until 1 p.m. on June 26th, when abreast of Hong Kong. The wind was then very light from the S.W.; Thermopylie came up on Cutty Sark port quarter. Both ships hoisted their ensigns, and the excitement aboard each rapidly grew to fever heat.

Captain Moodie, of the Cutty Sark, with young Willis, one of his owners, at his

elbow became like a bear with a sore head as he watched the green clipper slowly creeping up abeam. The Thermopylie was undoubtedly the faster ship in light winds. And this is what one would expect from a comparison of their lines. Of course, the crew of the Cutty Sark swore that Thermopylie was holding a better wind—there was no other way of accounting for the fact that the clipper with the golden cock at her main truck was slipping through the lee of their own peerless vessel.

By sundown the Thermopylie was hull down on the Cutty Sark's port bow. It must have been a hectic night in that squally, uncertain monsoon weather. His officers declared that Captain Kemball was so nervy and pernickety that life was hardly worth living aboard the green clipper. And we may be sure that it was no better aboard the Cutty Sark.

There is nothing more trying or irritating to the nerves than racing under sail, whether it be in a dinghy, a metre boat, a J-class yacht or a tea clipper. On such occasions of concentrated excitement even the most self-controlled give way to heated words.

The Cutty Sark seems to have sailed better at night than she did during the day, or else her officers were more wide-awake than those of the Thermopylie, for when daylight broke on the 27th Thermopylie was once more hull down on the Cutty's port quarter.

But once again the Cutty Sark's crew had the irritating experience of seeing their rival creeping closer and closer, and what was still harder to bear, eating out to windward. Both vessels were as close as they would lie on a wind, heading about S. by E., with all plain sail set. It was typical S.W. monsoon weather. Masses of heavy, rain-filled cloud were piled up in the sky like so many mountain ranges.

Out of these at times came tearing squalls, through which the racing craft had to be carefully luffed, with a tremendous flogging of canvas and clatter of blocks. Then, after a few minutes, down would come the rain in sheets, and the wind would be snuffed out to a faint air.

It was certainly Thermopylie's weather ; and before the end of the afternoon watch she was out on the Cutty's starboard bow, six miles to the S.S.W. of her, having come right through her weather. Thermopylie was noted for being unusually close-winded, but no one who has ever sailed in the Cutty Sark will admit that she could be beaten to windward unless by a fluke.

All through the night of the 28th the wind was light. The following morning the racing ships, with Thermopylie leading, passed to leeward of the Macclesfield shoals ; and as soon as the Egeria Bank, the easternmost limit of these reefs, was astern, each ship came round in turn on to the port tack and headed in for the Cochin China coast.

The night of the 29th was almost calm, but on the 30th the wind came away again strong and squally from the S.S.W., " a dead muzzler," and, to the delight of the Cutty Sark, when last seen at about noon the Thermopylie bore north. The two clippers did not meet again until July 15th. Cutty Sark was abreast of Direction Island, off the coast of Borneo, when Thermopylie was sighted about eight miles to the N.N.W.

The wind was very light indeed from the eastward, and to the satisfaction of Captain Moodie, and his eager crew, the green clipper not only failed to gain, but slowly dropped astern. However, at daybreak on the 16th she was still in sight astern ; and as soon as the racers hauled their wind for the Stolze's Channel,

Gaspar Strait, she began to gain steadily, the wind, such as it was, being S.E. and right in their teeth.

The narrow channel was entered early on the 17th, and all day Cutty Sark and Thermopylie were beating through with the wind slowly freshening from E.S.E. Though Thermopylie gained appreciably in the short tacking, she was still well astern when Cutty Sark passed Shoalwater Island at 11 p.m.

On the 18th, the wind, though still ahead, was very unsteady, with violent squalls followed by short spells of calm, when the flapping of sails was all that gave the vessels headway. Cutty Sark was still leading when a slice of bad luck robbed her of the satisfaction of being the first to make her number off Anjer. A crop of waterspouts, with their attendant whirlwinds, appeared right in her course, and she was compelled to take in sail and run away to leeward. And when she hauled to the wind again, there was her rival nicely placed upon her weather bow.

At 6 a.m. on the 19th Thermopylie ran past Anjer with her number flying, having a lead of one and a half miles from Cutty Sark, which hove-to for a couple of hours whilst Captain Moodie went on shore for letters. But the weather in the Sunda Strait was so fluky and baffling, calms alternating with airs all round the compass, that noon on the 20th found the two racers still within three miles of each other.

Thermopylie was still ahead ; and three miles was a valuable lead when the S.E. trades were expected at any moment. Thermopylie dropped Cutty Sark below the horizon that night, and the latter did not get the trade until the 26th, when she was abreast of Keeling Cocos Island. The two clippers saw each other no more, though Cutty Sark passed Thermopylie somewhere in the Indian Ocean, the latter

again taking the lead when Cutty Sark lost her rudder.

The race, owing to this misfortune, ended in the green clipper's favour ; but the honours went to the loser, which, after carrying away her rudder on August 15th in 34.26 S., 28.1 E., and lying hove-to for a whole week whilst a jury-rudder was being fitted, towed up the Thames on October 18th, only just a week astern of her rival.

With thanks to Bob Stobie who loaned his book "The Best of Sail" for this article. Future editions of Sailpast will contain other stories of famous ships.

"The Best of Sail, 1977 Printing, Grosser and Dunlap, ISBN 0-448-11840-8"

Upcoming Events

Social Events

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

Club Business

Monday, September 25 (8 pm) - General
Meeting

Monday, October 9 - Executive Meeting
(to be confirmed)

Saturday, October 21 - Cleanup Day

Monday, November 13 - Executive
Meeting

Club Racing

Sundays - Fall Series - ends October 1

Thursdays - Single Handed Series - till
end September

Saturday, October 14 - Frostbite race

Saturday, October 28 - Awards Night

Yoga

Thursdays, starting on September 28
- 7:30 pm to 9 pm

PARA

Monday, November 21
- 1900-2130 hours

Sunday, November 16 - Training
- 2000 hours

Sailboat - For Sale

Catalina 30 - "Merlin"



"Merlin" is a freshwater boat in very good condition, with low engine hours and offered for sale at \$35,000.

The boat features a full cockpit enclosure as well as a complete winter cover and frame.

She is currently in slip A31 if you want to drop by and take a look.

Anyone wishing to take a closer look, can contact Ron van der Wees at rvanderwees@rogers.com or 905-421-0206.

Christmas Gift Ideas

Looking for a Christmas gift for the Captain, First Mate or Crew?

Look no further, FBYC has that gift, but you must order by Oct 1, in order to make sure that Santa gets them there on time.

Hat	\$20
T Shirt SS	\$15
T Shirt LS	\$20
Golf Shirt	\$40
Sweat Shirt	\$30
Nylon Fleece Lined Jacket	\$65
Fleece Vest	\$50
Fleece Long Sleeve	\$55

Included are embroidered Club Logo and Tax. Available in a variety of colours. There is a display cabinet on the wall of the Club House by the west door. We will also have a display of various sizes at the next General Meeting, Mon. Sept 25.

Questions, jfflood@sympatico.ca or see us at slip C26 on most weekends.



GILDAN® LONG SLEEVE TEE

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HEAVY COTTON™ LONG SLEEVE T-SHIRT

- 5.0 oz., 100% cotton jersey knit fabric
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- Quarter length

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ADULT SIZES: S-3XL
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- Taped shoulder
- Quarter length

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ADULT SIZES: S-3XL
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Price \$30
 Incl Club Logo

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GILDAN® HEAVY COTTON™

GILDAN 5000

HEAVY COTTON™ T-SHIRT

- 5.0 oz., 100% cotton jersey knit fabric
- Taped neck and shoulder
- Quarter length
- 100% rib crew neck
- 13 1/2" rib crew neck

YOUTH SIZES: S-M-L
ADULT SIZES: S-3XL
CALL FOR PRICING

Price Incl Club Logo \$15

30

GILDAN® HEAVY COTTON™

GILDAN 5000

HEAVY COTTON™ MISSY FIT T-SHIRT

- 5.0 oz., 100% cotton jersey knit fabric
- Taped neck and shoulder
- Quarter length

YOUTH SIZES: S-M-L
ADULT SIZES: S-3XL
CALL FOR PRICING

Price Incl Club Logo \$20

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Recipes for Land and Sea

Red Wine Pot Roast

- 3 pounds boneless beef chuck roast
 - 2 tablespoons all-purpose flour
 - 2 tablespoons canola oil
 - 1/2 cup water
 - 1/2 cup red wine
 - 1 teaspoon dried basil
 - 1/2 teaspoon dried marjoram
 - 1/2 teaspoon dried thyme
 - 1 teaspoon salt
 - 1/4 teaspoon ground black pepper
 - 1 onion, sliced
 - 6 red potatoes, washed and halved
 - 6 carrot, peeled and cut into 2-inch lengths
 - 8 pearl onions, peeled and halved
1. Preheat an oven to 350 degrees F (175 degrees C).
 2. Sprinkle the roast evenly with the flour and set aside.
 3. Heat the canola oil in an oven-proof Dutch oven with lid over medium-high heat.
 4. Brown the roast on all sides, about 10 minutes total; remove from the heat.
 5. Pour in the water and wine.
 6. Sprinkle with the basil, marjoram, thyme, salt, and pepper.
 7. Arrange the onion slices on the roast.
 8. Replace the cover and bake in the preheated oven for 3 hours.
 9. Add the potatoes, carrots, and pearl onions.
 10. Pour in additional water if the roast looks dry.
 11. Continue baking covered until the roast pulls apart easily with a fork, about 1 hour longer.



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FBYC YOGA

Starting Thursday, September 28 7:30 pm

60 minute practice lead by Taryn



Please arrive early enough to get yourself signed up and set up.

Please bring:

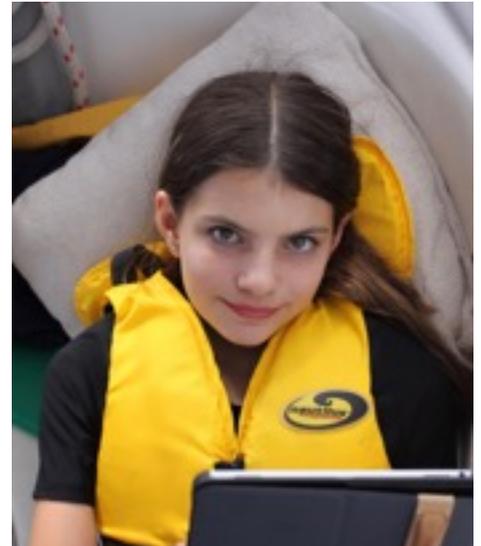
- a yoga mat, & water bottle
- a supporting props: towel or block, belt or strap.

Payment options:

Sign up by Sept 28 for 6 wk session: **\$60**

Drop-in class - everyone welcome: **\$12**

Best value - pay now for 12 wks: **\$100**



**FBYC Raft up 2017: 15 boats +
45 friends + sunshine/food/
drinks = priceless!**

