



SAILPAST



September, 2018

After the Rain



copyright Bruce Stephen

Publisher

Frenchman's Bay Yacht Club

Editor

Ron van der Wees

The Board

Commodore - Sam Cummings

Vice Commodore - Mark Chin

Vice Commodore, Facilities - Byron Lucas

Rear Commodore, Fleet - Tom Wood

Rear Commodore, Harbour - Greg Greason

Rear Commodore, Junior Sail - Kevin Guerin

Secretary - Bob Stobie

Treasurer - Chuck Watson

Past Commodore - Glen Dickson

Committee Chairs

Cruise Committee - Mike Brajac

House Committee - Chris Smith

Boat Committee - Bruce Stephen

Grounds Committee - Nick Costar

Entertainment Committee - Annette Reesor

Membership Committee - Louie Skretas

Public Relations Committee - Ed Fulton

Webmaster - Doug Welch

Sailing School Director - Jeff Blundell

Club Steward - Maureen Tutty

Advertising Rates

1/4 Page - \$ 95.58 per annum for 12 issues.

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

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

We also offer a special one-time placement
(for two issues of your choosing) for \$75.

Contact the Editor for graphic and content
requirements.

Reminders

Cleanup Day

October 27!!!!!!!!!!!!

Year End Banquet

November 17

All rights reserved. No parts of this work may be reproduced in any form or by any means - graphic, electronic, or mechanical, including photocopying, recording, taping, or information storage and retrieval systems - without the written permission of the publisher.

Products that are referred to in this document may be either trademarks and/or registered trademarks of the respective owners. The publisher and the author make no claim to these trademarks.

While every precaution has been taken in the preparation of this document, the publisher and the author assume no responsibility for errors or omissions, or for damages resulting from the use of information contained in this document or from the use of programs and source code that may accompany it. In no event shall the publisher and the author be liable for any loss of profit or any other commercial damage caused or alleged to have been caused directly or indirectly by this document.

Printed: September 2018 in Pickering, Ontario.

Editor's Desk

As Another sailing season winds down!

HEADS-UP: Fall cleanup is coming up at the end of October.

What a summer we've had! Great weather, entertainment for all, some very nice cruises, thankful visitors, and races that contended with lots of wind OR no wind!



We should be proud and thankful for the kind of club we have. A self-help club where we have seen, over the years, many volunteer hours contributed by members. We've built the club house, we've built docks, we maintain the grounds, we've laid (and re-laid) the patio and countless other large and small projects. Outside expertise has been utilized where necessary or convenient, but all in all we continue to grow and maintain the club with our own resources.

There is always something going on at the club to keep it active and alive. If you see the organizers hard at work.....ask them if they need an extra hand.....do they need help in cleaning up (much like we clean up after ourselves).



Cleaning up after events (or ourselves) is not a perfect science and we do have a cleaning service that comes in regularly (not daily) to dust and vacuum and clean the washrooms. In the meantime, if you see something that's missed, feel free to wipe it down/pick it up/throw it away/put it away. Anything major should be noted to a board member. If cleaning is your thing, feel free to volunteer! Twice a year we have a major maintenance day.....spring cleanup to prepare for the upcoming season and fall cleanup to prepare for the winter.



In case you were unaware, we do recycle!

The containers are in the wooden storage box on the north side of the building. There are also "bins" for empty cans and bottles which serve as a fund raiser for the junior sail.

Sailing News

World Sailing Race Management Seminar

November 9-11, 2018

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

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

Location:

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

Registration:

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

Sail Canada Awards Nominations

Submit your nominations for the 2018 Sail Canada Awards today!

All sailors and their supporters are invited to participate in recognizing Canada's top sailors via the Annual Sail Canada Awards. Now is your chance to nominate outstanding sailors, athletes, coaches, instructors, race officials, volunteers and events that have contributed to the sport over the past year.

Submit nominations to
sailcanada@sailing.ca.

Deadline for nominations: December 1, 2018.

Ontario Sailing Annual Conference

The Annual Conference, hosted in partnership between ONTARIO SAILING and ROWONTARIO, is coming to Toronto this December.

Date: Saturday, December 1, 2018.

Location: Delta Hotels Toronto Airport & Conference Centre, 655 Dixon Road, Toronto.

Tickets: Purchase your tickets early for the best deal!

REGISTRATION:

<https://www.rowontario.ca/events/2018-annual-conference-rowontario-ontario-sailing/>

For more information, please contact Lisa Roddie at lisa@ontariosailing.ca

Commodore's Report



Greetings FBYC,

Short and sweet for the month of September as we wind down the sailing season for 2018.

August was another fantastic month in terms of weather and cruises but with the beautiful sunshine and sweltering heat came weeds in the bay – and plenty of them. Some of the aerial shots I've shared seem to show some relief in certain areas but for our channel and our slips – Mother Nature has showed no mercy. That said – We have had quite a number of discussions about what to do about the weed situation this year and just as importantly – What we need to do to be proactive in 2019 if they come back. There have been a few things on the table to which I will defer to Greg who I'm sure will cover these in our upcoming General Meeting Monday September 24th. A special thank you must go out to Glen, Stuart, Bruce, Bob and all the other volunteers who painstakingly dragged our channel with the tug and I-Beam, pulled weeds to the service dock and ultimately bid them farewell. This effort is yet another great example of the impact that each of our members have on the sustainability of this great club.

Speaking of effort leads me to shift gears to talk about work hours for 2018. With the most recent posting of work hours on the website – it is clear time is running out to ensure every member gets to their 15. As we all know – It is every member's responsibility to ensure hours are recorded for valid work completed and just as important to do this in a timely manner. Any hours not recorded by the end of the calendar year will be billed in 2019 – I strongly recommend you do not let this happen, as your extra dollars should surely be reinvested at the bar.

As mentioned above – Septembers board meeting is fast approaching and that means Elections. If you have ever thought about serving the club in a different capacity I would encourage you to reach out to Ed Fulton or Glen Dickson to discuss how you can help. Nominations have been circulated with a few last minute amendments and we all hope you come out to have your vote heard.

Lastly, A big thank you and hats off to all of the membership chairs, their committees and each board member for all that you've done to make this season one to remember – From great cruises to membership events to ensuring the club is put back together week in and week out – Every member has played a vital role in another great season.

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

Cheers,

- Samuel Cummings, Commodore

Cruising

The Cruising season is rapidly coming to a close with THSC scheduled for the last weekend of the summer. Overall, it has been a great year for cruising—far better than last year! Many have gone on extended cruises to the Thousand Islands and other locales. Just a reminder that October 1 is the deadline for applying for a Cruising Award. All that is needed is pictures of the pages in your logbook or some other sheet where you have tracked your various overnight ports during the season.

Clubs will begin planning for next season very soon. It seems the dates move up every year. ABYC has already asked to book for next year. I would be interested in any feedback on the cruises this year, what worked well, what didn't. Many clubs have a number of cruise captains that assist with the cruise planning and organizing an event. I would like to try to give this another shot next year. For example communicating to the group plans to eat in the restaurant or BBQ.

Island Yacht Club a few weeks ago, although well attended was somewhat of a disappointment with respect to the condition of J-dock. After helping one skipper depart, I had to crawl back along the dock to avoid getting pitched. We were invited to come see the new docks, and all of us saw them and a couple of boats even managed to dock at them with maneuvers that would have made a cruise ship captain proud. Despite the docks, everyone did manage to have a good time with many enjoying the restaurant, pool, and BBQ area.

Did You Know?

Last month, I noted the addition of a "Did you know?" feature to help educate and serve as reminders; particularly given we

have had a number of new members over the last few years. This month, I will give a quick story and a reminder about the age of flares.

Flares are good for 4 years from the date of manufacture stamped on the flare—not the day that you purchased the flare. It is good to have everyone on board aware of where the flares are kept and to have some idea how to use the different kinds of flares. This is an easy thing for authorities to check. Years ago, going down the Adolphus Reach, early in the season with no other boats around, my son nudged me, "Dad, the OPP are behind us and they are waving". I slowed and the OPP pulled up alongside, I was told to stay at the helm, the OPP then instructed our son Sean who was about ten at the time to find the flare box. Sean found it in seconds, since he had just counted the flares and stored the box before departing. The police asked Sean to read the date off of the flares, which were all within four years.

Finally, they asked Sean "Do you know how long they are good for?" "Four years from the date of manufacture". He seriously replied. He had asked me that question previously and he remembered the answer. Seemingly impressed that a ten year old knew the answer to the question, the OPP wished us well and we were back on our way.

Expired flares, can be kept aboard, but I store them separately from the fresh flares. Periodically, I take out some of the old ones and drop them off at one of the Local Marine Store "drop-off days", usually held in the spring. Old flares cannot be disposed of in regular garbage and they are not accepted at the dump.

- Mike Brajac

Harbour

Enough has probably been said about the weed situation, so I'll be brief. Glen and Stu (along with a few weed-disposer members) have been busy dragging the weed bar through the slips and channel. It has helped – thanks.

Spraying with an herbicide is only allowed in July and August, so that's out of the question.

We're investigating the use of a mechanical harvester that may be coming into the bay – details are sketchy at this time.

I have 2 projects that I require member volunteers for.

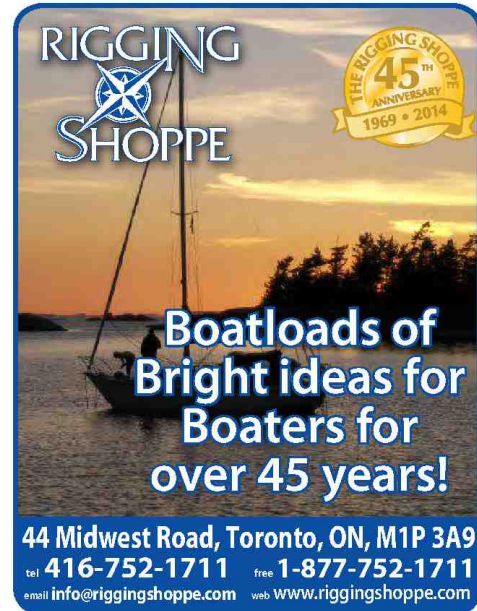
1) I will order 2 yds of topsoil and I need a couple of members (or more) to shovel this into the hole behind the electrical shed.. Email me if you can help and I'll let you know when the topsoil will be delivered – probably mid week Sept 18-9

2) We need to start planning for the south wall replacement as well as the service dock. Could interested members meet on Thursday Sept. 20 at 7:00. Email me if you would like to participate.

Once again, my annual warning about leaving dock lines on your slip when you've put your vessel on the hard. Take your lines and electrical cords off the dock.

Thanks and enjoy the last couple of months we have left in the water.

- Greg Greason (greason@pathcom.com)



RIGGING SHOPPE

THE RIGGING SHOPPE
45TH
ANNIVERSARY
1969 • 2014

**Boatloads of
Bright ideas for
Boaters for
over 45 years!**

44 Midwest Road, Toronto, ON, M1P 3A9
tel 416-752-1711 free 1-877-752-1711
email info@riggingshoppe.com web www.riggingshoppe.com

Back and Forth

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

BACK AND FORTH TO FLORIDA BY CESSNA

May, 2014

This was my first trip northbound. Daisy came back to Toronto before I left, and I flew down to Fort Myers on Westjet. Kingsley picked me up, and we spent a number of days enjoying the attractions of Florida. We did some flying so that I got a better picture of the surrounding countryside. Getting the condo and the car ready to be left for the summer is a major task. The car gets wrapped in a tarp with a spider web of ropes holding it down. Kingsley used up some of the remaining food by inviting two neighboring couples for dinner one evening.

I was very impressed at how much stuff we managed to cram into plane, including a picture in a large frame. We left at last, stopped to refuel at LaGrange GA. Kingsley likes to stay west of the Appalachian mountains as much as possible and go up the Tennessee Valley roughly following I-75. We spent the night in Knoxville TN again, but Kingsley discovered he had left his passport behind in the condo. He contacted a friend who has a key and arranged to have it couriered back to Markham. He warned Daisy to get the photocopy of his passport at home.

We stopped for fuel in Port Clinton, which proved to be a good airport, at least the equal of Sandusky, which still had some aircraft based there but no facilities. We arranged to clear Canadian customs at Buttonville, and for Daisy to meet us with the photocopy of the passport.

Kingsley had his driver's license and his aviation document, of course. We had tailwinds most of the way up and on the last leg along the north shore of Lake Erie Kingsley had DKC throttled way way back so that we would not arrive too early at Buttonville. In the end there was no problem clearing.

November 2014

The annual for DKC was very involved that year, for example, portions of the control yoke had to be replaced. As a result we were rather later in the year leaving than we would have liked. We finally did get away, but we ran into serious lake effect snow west of Mississauga. We turned back before we reached Woodstock and with the help of GPS made it into Brantford.

We had been on flight following and they called the terminal at Brantford to make sure that we had made it down safely. After about an hour and a half things seemed to clear up, and we flew west along the shoreline trying to stay as far from Georgian Bay and Lake Huron as possible. When we did get into Port Clinton another Canadian aircraft had arrived just in front of us, and ATC had warned them about our experience. Once again we flew on to Knoxville and spent the night there.

Off again the next morning to Cross City for fuel, and then on to Marco arriving just after lunch. Kingsley wanted to come back to Toronto for his grand-daughter Pia's eighteenth birthday party, and on November 15 we headed home from Fort Myers on Delta, changing planes in Charlotte NC. The flight landed at Pearson about 4:00 without any problem even though there was quite a snowstorm. In fact, it was the worst snowstorm that winter and winter hadn't even started.

There was utter traffic chaos, enormous lineups of people waiting for limousines but no limousines. We tried to rent a car but no luck. Finally we got a TTC bus to the subway, which crawled down 427 and we eventually made it to the subway about 7:00. The subway itself was fine up to Finch station, and we managed to catch a cab for a half hour trip to Buttonville airport to retrieve my car.

I had parked down by Leggat's and although that driveway had not been plowed the taxi and I both made it through without getting stuck. Then another half hour to meet Daisy for supper at 9:30. Kingsley and Daisy wanted me to stay the night, but I got home well after 11:00.

Easy Recipes for Sailors

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.

Upcoming Events

Social Events

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

Saturday, November 17
- Year End Banquet (Waterfront
Bistro)

Club Business

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

Monday, October 8 (7:00 pm)
- Executive Meeting

Saturday, October 27
- Club Cleanup Day

Yoga

Tuesdays (7:30 pm)

Racing

Thursday Nights
- Single hand series

Sundays
- Fall series

Saturday, October 13
- Frostbite Race

Saturday, October 27
- Awards Night

Sunday, October 28
- Brass Monkey Race

Greek Sailing Vacations with Louie

Sail the Greek Islands

Secondwindsailingadventures.com



Sailbikehike@gmail.com

2018

GREECE AUG 18 - SEPT 1

GREECE SEPT 1 - SEPT 15

2019

CROATIA AUG 16 - AUG 30

GREECE SEPT 1 - SEPT 15

VESSEL

2018 BAVARIA 51
5 CABINS 3 HEADS

Trips qualify for:

Sail Canada Basic or
Intermediate Certificate
and/or

International Certificate
of Competency (ICC)

Contact Louie at 416-688-6708



AUTO-HOME-COMMERCIAL-LIFE-BOAT- MORTGAGE

**GWILLIAMES & ASSOCIATES
INSURANCE BROKERS LIMITED**

ZARPANA OWEN

Tel: 905-619-2424 - Fax 905-619-8080

Toll Free: 1-800-463-3156

2 Bunhill Court, Ajax, ON L1Z 1X5

Email: quote@gwilliamesinsurance.com

www.gwilliamesinsurance.com

