



SAILPAST



October, 2018

Haul Out Edition



"Invader" - Greg Greason skipper



photo courtesy of Alan May

Publisher

Frenchman's Bay Yacht Club

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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

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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

Racing Rules - Q&A Service

World Sailing offers a Racing Rules Question & Answer (Q&A) service that is available publicly through their website, www.sailing.org. Questions are submitted to the World Sailing Q&A panel, answers to questions that are considered to be general interest are published online. These answers are solely to assist Race Officials in applying the rules consistently.

Please find the most recent Q&A's at:
<http://www.sailing.org/87969.php>

Commodore's Report



Greetings & Happy Halloween FBYC,

October is here and the lawn is filling up with mast racks and masts as we wind down another season.

I want to start off with a big welcome to our newest members of the board and executive for 2019 – Val, Cameron, Stuart, Andrew, Nancy, John and Kayleen – Thank you for stepping up to these important positions and supporting this great club in a unique way. I can assure you will have the support of the entire club as we set ourselves up for a fantastic 2019.

During our most recent general meeting – a proposal was made to amend the bylaws on how we define an Honourary Member and I'm happy to report that the membership overwhelmingly supported amending the definition of the aforementioned. With this newfound definition – I am confident we will be in a position to honour the legacy of many FBYC members of years past as well as continue to put forward deserving members for consideration in the future. A big thank you to Glen Dickson for supporting this endeavour and I look forward to hearing from many members in

the coming years with potential candidates the board should consider for this important recognition.

As an additional follow up from our general meeting – A discussion was had regarding the use of club boat in times of duress. This year we had a few boats get caught in weeds and ended up drifting in the bay in need of assistance. Our new Rear Commodore Junior Sail Cameron Hastings and Sailing School Director John Fertile have committed to putting together a plan to ensure the entire club has access to a boat to assist during a time of need – This will not only provide additional peace of mind to the club but also ensure clarity on what to do in case of duress. Look out for more information in the coming months.

Work hours – As mentioned in last months report – The opportunity to accrue and gather work hours is coming to an end. Our fall clean up is right around the corner and will be one of the last opportunities to pad the stats. As we all know – Work hours are the responsibility of each member to complete. If you have not reported/recorded your work hours for the 2018 season please ensure you reach out to the committee chair or board member to confirm your hours are recorded.

Lastly – Your entertainment committee has put together a fantastic year-end banquet at the Waterfront Bistro. Tickets are selling out fast and if it will be anything like last year – I can assure you will have a blast. Christina and I are looking forward to seeing everyone there as well celebrate the official end of the season.

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

- Samuel Cummings, Commodore

Vice Commodore

Hi Everyone

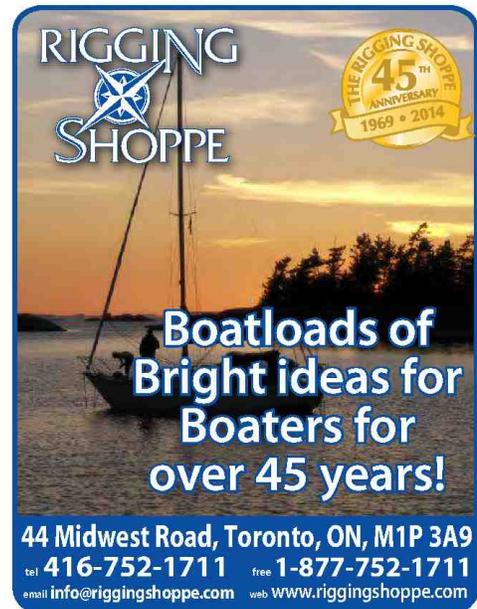
This is a friendly reminder that the mast crane and boat lift are not to be used to lift people. It is dangerous and the club is liable if anything happens.

I know that we are all excited in getting our boats ready for haul out but we are not allowed to use the mast crane to hoist someone up the mast for any reason.

Please use your own halyards and winches and make sure you have a secondary safety line on the person that is being hoisted.

This is for everyone's safety so please do not use the mast crane or boat lift to lift people.

- Mark Chin, Vice Commodore



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End of Season Maintenance

Fall is a good time to review and check the various systems in your boat.

As a supplement to personal efforts and checklists that have been developed for your own boat, outlined below are some maintenance areas that you might wish to review and/or add to your own checklist.

General

- Do a general cleaning of hull, deck and topsides using a mild detergent
- Put on a good coat of wax
- Clean and polish metal with a good metal polish
- Clean teak and oil
- Clean windows and hatches
- Clean canvas, bimini and dodger
- Clean interior including bilges
- Inspect dock and anchor lines for chafing

Required and Recommended Equipment

- Sound signaling device
- Check distress signals and expiration date
- Check PFDs
- Inspect life rings
- Check fire extinguishers and recharge if necessary
- Check and replace first aid supplies
- Check bailer and hand pump

Hull

- Check for hull abrasions, scratches, gouges, etc. and repair
- Check and replace zincs
- Check for blisters and refinish is necessary
- Check rub rails
- Check swim platform and/or ladder
- Inspect and test trim tabs

- Check shaft, cutlass bearing, strut and prop
- Check rudder and fittings
- Touch up or replace antifouling paint OR maintain in spring

Deck, Fittings, Safety Equipment

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

Below Decks

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

Electrical System and Components

- Check battery water level
- Check/recharge batteries
- Check terminals for corrosion, clean and lubricate
- Check bonding system
- Inspect all wiring for wear and chafe
- Test all gauges for operability
- Check shore power and charger
- Check for spare fuses
- Check all lighting fixtures (including navigation lights) and make sure you have spare bulbs

General Engines and Fuel Systems

- Inspect fuel lines, including fill and vent hoses, for softness, brittleness or cracking
- Check all joints for leaks and make sure all lines are well supported with non-combustible clips or straps with smooth edges
- Inspect fuel tanks, fuel pumps and filters for leaks. Clamps should be snug and free of rust. Clean fuel filters.
- Inspect cooling hoses and fittings for stiffness, rot, leaks and/or cracking. Make sure they fit snugly and are double-clamped.
- Inspect bilge blower hose for leaks.

Inboard Engine(s)

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

Outboard Engine(s)

- Replace spark plugs
- Check plug wires for wear
- Check prop for nicks and bends
- Change/fill gear lube
- Inspect fuel lines, primer bulb and tank for leaks
- Lubricate and spray moveable parts
- Inspect rubber outdrive bellows for cracked, dried and/or deteriorated spots (look especially in the folds), and replace if suspect
- Check power steering and power trim oil levels. Replace worn-out zincs.

- Inspect outer jacket of control cables. Cracks or swelling indicate corrosion and mean that the cable has to be replaced.

Water System

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

Mast and Rigging

- Check mast and spreaders for corrosion or damage
- Inspect spreader boots and shrouds
- Inspect rivets and screw connections for corrosion
- Check reefing points and reefing gear
- Clean sail track
- Check rigging, turnbuckles and clevis pins for wear and corrosion
- Inspect stays for fraying and "fish hooks"
- Check forestay and backstay connections
- Check masthead fitting and pulleys
- Check and lubricate roller furling
- Check halyards and consider replacing or swapping end for end

Sail Maintenance

For your consideration and review, the following points outline some tips for care and cleaning of your sails. When all else fails, take your sails to a loft and have a professional clean, repair and assess the condition of your sails.

General Sail Care

- Avoid prolonged flogging of sails.

Flogging and leech flutter can degrade a sail's performance before its time. Minimize motoring into the wind with flapping sails. After hoisting sails, trim promptly and steer a course so the sails fill rather than flog.

- Adjust your leech line to eliminate leech flutter (tension it just a touch more than necessary to stop the flutter). The tension needed will change as the breeze increases and as the jib sheet is adjusted. Do not over-tension the leech line; if the leech becomes hooked, ease it off. Proper placement of genoa cars will also prevent leech flogging on your genoa .

- Use your sails in their designed wind ranges.

- Avoid unnecessary contact between sails and standing rigging. Avoid releasing the genoa sheet late in a tack. Backwinding the leech against the windward spreader tip will distort the leech and can split your sail.

- To combat chafe, be sure to cover spreader ends, and check there are no exposed split pins, cotter pins, or other sharp edges around the mast, foredeck, lifelines, and turnbuckles.

- Make sure your sails have extra reinforcement in areas of high chafe. Spreader patches on overlapping genoas

and mainsails, as well as extra chafe protection on headsails where they come in contact with mast mounted radars and stanchions, will extend the useful life of your sail.

- When leaving the boat, ease the jib halyard, main halyard, and outhaul to prevent permanent luff and foot stretching. Releasing batten tension also reduces distortion at the batten ends.

- Limit exposure to the sun for extended periods of time. UV rays are one of your sail's worst enemies. Roller furling genoas should have UV-resistant material covering the leech and foot. If you store your mainsail on the boom, make sure it is always covered when not in use.

- Rinse your sails with fresh water and dry thoroughly before storing, to prevent mildew and color bleeding in spinnakers. Rinse fittings in fresh water to help prevent corrosion. Store dry sails in a well-ventilated location. And remember, making sure they are dry is as important as the initial rinse. Wet sails create mold issues.

- Avoid folding sails on the same fold lines so that small creases don't become permanent.

- Remove mildew stains on polyester, Spectra/Dyneema or Vectran sails promptly. Use a mild household bleach solution with water and a soft cloth, then rinse thoroughly. **DO NOT USE BLEACH ON NYLON, ARAMID, OR LAMINATED SAILS.**

- To remove oil/grease stains, scrub with Simple Green and a soft brush, then rinse. Follow with a mild soap scrub and rinse to remove the Simple Green completely from the sail. Be careful not damage the sail with excessive scrubbing. Depending on the stain, you may not be able to remove it completely.

- Removing rust stains is tricky. Contact a sail loft to have this done professionally.
- Regularly rinse sail bag zippers or lubricate with silicone spray.
- Patch minor tears as soon as possible with a pressure sensitive adhesive (PSA). Avoid using duct tape!
- Check nylon/polyester downwind sails a few times each season for small tears. Catching small holes early can reduce the chance of them becoming bigger tears later on.
- Spray luff tapes on both genoas and mainsails as they slide up the track, using a Mclube-style lubricant. This will help clean the tracks and make hoisting and dousing easier.
- Check battens for splintering. Splintered battens should be replaced, or at least taped, so the splinters don't harm the sail.
- Check luff slides and other hardware to make sure they are still securely attached to the sail.
- Check seam stitching to make sure it is still intact. UV can quickly damage certain threads.

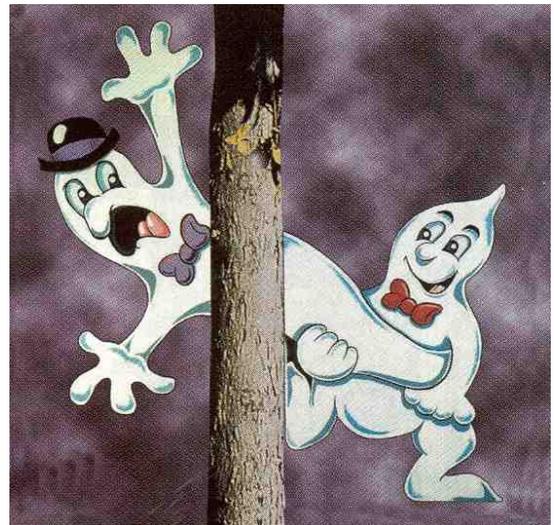
How to Clean Your Racing or Cruising Sails

Dirt or caked salt: Use a soft bristled brush and liquid detergent. Avoid hard powder detergents and stiff brushes as they may damage the sail's finish and stitching.

Oil, grease, tar, and wax: Use warm water, soap and elbow grease. Hard stains can be removed with household bleach or common stain remover. Be careful to thoroughly remove all cleaning solvents or they will damage the finish.

Blood stains: Soak the stained portion for 10-20 minutes in a solution of 10 parts water to 1 part bleach. Scrub and repeat if necessary. Rinse thoroughly.

Mildew: Hot soapy water is usually all that is needed. If necessary, use the diluted bleach approach. If a residual chlorine smell is still present after rinsing, a 1% solution of sodium thiosulfate will remove all chlorine traces.



Back and Forth

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

BACK AND FORTH TO FLORIDA BY CESSNA

April 2015

The Sun n Fun flyin happens in April every year at Lakeland FL Linder Airport, but it moves around so as not to conflict with Easter. In 2015 it was around April 23, and Kingsley suggested that we should drop in on the way home. I flew down Westjet to Fort Meyers as usual and after spending several days getting ready, off we went.

The procedure for approaching the airport is a little involved, but less stressful than Oshkosh. We tied down on the grass in the infield before 11:00 and spent most of the day enjoying the exhibits. It rained over lunch, but cleared up before the airshow.



We had decided that there was no point in trying to find accommodation in Lakeland, so that after the airshow we went on to

Ocala, about ½ hour flight. Kingsley rented a car at the airport. and after some problems with the GPS in the car we were able to find the motel. In the morning we got an early start in good weather and tailwinds. We left with full fuel, and got all the way to Rockwood TN , just west of Knoxville (right on the border between Eastern and Central time zones) before stopping for more. From there to Port Clinton to top up again and make arrangements to clear customs at Waterloo Regional.

Customs let us clear by telephone and we continued on to Markham Airport, arriving there shortly after 19:00. Daisy had gone to a movie with daughter Tracey and we had to wait for them to pick us up. Tracy then dropped me off on her way home.

December, 2015

Kingsley and Daisy had gone to California to visit their son David, and did not get back to Toronto until late November. The weather in early December was relatively mild, but as often happens then rather humid and foggy. We had planned to leave from Buttonville on Saturday (Dec. 4?), but all airports in the Great Lakes basin were hard IFR. On Sunday morning I found that Buffalo was VFR, and after consulting with Kingsley I filed IFR to Buffalo for 12:30.

After convincing ATC that we did not have RNAV, they vectored us well to the north and west of Pearson (up to Orangeville , in fact). By this time Toronto was marginal VFR and we got a visual straight in approach to KBUF. US Customs confiscated our grapes, but otherwise we had no trouble refueling and left for Knoxville about 15:00.

We soon realized that we had headwinds and likely would not make it to Knoxville without more fuel. Since it was now very late in the year it would get dark early, and it was Sunday so that the fuel might be shut down by 17:00, thus we stopped at a small airport north of Pittsburgh. It was just getting dark when we took off. The last three hours of the flight were in total darkness, and we landed in Knoxville about 20:30. When the tower controller realized we were not familiar with the airport she cranked the runway lights up full and almost blinded us.

No problems leaving the next morning and Kingsley convinced ATC to let us fly directly over Atlanta airport at 8500 feet; we were heading south and the traffic was landing east to west. Got some good pictures.



We had tailwinds and managed to fly right to Naples Airport without refueling. Gas is much cheaper there at the self-service pumps. Then just 8 miles to Marco. Daisy was not due to arrive for a few days and while waiting for her we flew down to Key West.



The three of us spent several days together before I flew home. It was the first time that I had been in Florida during the Christmas season, and it seemed odd to see decorations such as inflatable snowmen on people's lawns.

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

Saturday, October 27
- Club Cleanup Day

Yoga

Tuesdays (7:30 pm)

Racing

Saturday, October 27
- Awards Night

Sunday, October 28
- Brass Monkey Race



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2018

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GREECE SEPT 1 - SEPT 15

2019

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GREECE SEPT 1 - SEPT 15

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