



SAILPAST



Pre-Winter Edition

November, 2017



Oh What a Lonely Feeling!

Wait till Next Year.



Sorry you missed the bazaar.



Sailpast is a monthly publication of the Frenchman's Bay Yacht Club.

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Printed: November 2017 in Pickering, Ontario.

NOTICE:

Room rental rates for 2018
will be \$150 for new bookings.

"Stop being afraid of what can
go wrong and start being
excited about what could go
right!"

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Frenchman's Bay Yacht Club

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*SAILPAST is a monthly publication of the
Frenchman's Bay Yacht Club.*

*The publication is prepared within the week following
the monthly executive meetings.*

*It is posted on the web and a few hardcopies are
made available to members.*

Commodore's Report



Greetings FBYC!

I wanted to start off my first report with a big thank you to all of the members for your kind notes and words of encouragement as I take on this new chapter as Commodore - A special shout out to the members who put me to work right away with feedback on how to continue to move the club forward.

Unfortunately its that time of year again. The late fall is upon us and the last of the boats are coming out of the water. As much as I reflect on the interesting and somewhat limited sailing season we had – I can't help but think about how our club truly came together in a special way and made the best of it. From our Sailpast, club cruises & regatta, you never would have known we've had record water levels.

Although this is usually a time where things slow down – this will be far from the case. Preparations are underway to get work started on the east wall and discussions are also taking place on funding of our south wall project.

There are a couple of upcoming work parties for anyone with outstanding hours, not to mention our upcoming general meeting (*which also counts towards hours*) on November 27th to discuss our 2018 budget . Come and have your voice heard.

With the success of our Friday night dinners – there may be an appetite (pun intended) to host some Friday or Saturday night dinners at the club in the off-season – stay tuned in the coming weeks for additional information as we look for ways to – *Get Social with FBYC* .

It also looks like our Banquet is shaping up to be quite the evening of entertainment and fare - Christina and I are looking forward to seeing you all, on what promises to be a great evening as we officially close the chapter on the 2017 sailing season.

Cheers!

- Samuel Cummings

Vice Commodore's Report

Sailing season is officially over and we had our first snowfall of the year. Yes, unfortunately it is that time of year again and the end to the most unusual sailing season we have had and hopefully one that we will never experience again. Well, regardless if it does, we have plans in place to mitigate the lack of power to our docks and much improvement on the East wall and possibly the South wall as well.

For those who missed the FBYC bazaar, missed some great deals on wool shawls and blankets, fancy drink holders and clever gadgets, beautiful cushions and Christmas tree shirt and lots of handmade crafts and delicious baked good at prices that you would think that you stole them.

There was also the best rum cake competition, a fifty draw, guess the number of kisses in a jar and did I mention the rum cake competition. There were five submissions and all very excellent rum cakes indeed, better than the Tortuga rum cake that everyone is familiar with.

At the end a winner was picked and everyone who was present got to taste and purchase the rum cake of their choice and liking to take home and share with their family and friends.

So for those who did not come out you missed terrific deals and the best cakes and goodies that FBYC has to offer.

As Vice Commodore, I am now responsible for scheduling Duty Watch. First I would like to thank all that did their duty watches as scheduled and all that switched to accommodate those who had conflicts with dates that they were scheduled for. FBYC is a self-help club that works best when we all chip in to help each other. Unfortunately, every year some members do miss watches and they will be assigned additional watches next season.

I would like to remind the members that missed their Duty Watch that Duty Watch is a requirement of membership at FBYC and we all agreed to do them prior to becoming a member. Duty Watch benefits all of us in many ways. For example, it prevents damage to boats and docks, it provides security to new sailors when docking, it greets visitors from reciprocal club members, it provides a service that other clubs pay staff to do which lowers our membership cost and most importantly it gets us out on the docks to make friends with other club members that we would sometimes never interact with if it wasn't for duty watch so please let's do our part and do the duty watch.

Now, for the membership, I know there are some concerns with the Duty Watch schedule as it was for this season so I am willing to flex somewhat and try to accommodate some requests that I am hearing. Here are three of the some concerns that I am aware of and my recommendations on how we can work together to mitigate them.

1. The 8hr (12:00 – 20:00) weekend shifts are too long and very difficult to trade if we have a conflict and the shift are really tiresome and long. The 8 hour shifts were requested by other members in the past because one could get two half shifts on two summer weekends thereby causing you to lose two summer weekends because of the half shifts for duty watch. My suggestion is that we should split the 8 hour shifts into two 4 hour shifts (12:00 to 16:00 and 16:00 to 20:00) so that we can trade them more equitably when there is a conflict. For those who prefer the 8 hour shifts, I am willing to schedule them two, four hour shifts on the same day as we did this year so that they could complete two of their duty watches in one day.
2. If we miss a shift it is very difficult to pick up another shift during the same season so that we don't accumulate another shift next season. This is true as I myself have experienced this. For this I have one consideration that we create addition duty watch type work for example in September to November when members are dismantling their boats and preparing them for haul out. My thoughts are to schedule fours hour weekend shifts for people that missed their duty watch and would like to make up their time with other members that want to remove their masts. This would work well as I know from personal experience there is a lot of anxiety

associated with dismantling and trying to find help when you need it so this idea may help.

3. I was never taught what to do for duty watch. This is something that your sponsor to the club is supposed to help you with and the instructions and sign in sheets give a check off list to follow as well. In addition, I am willing to do two refreshers in the Spring of 2018 on what to do when you are on duty watch. I will conduct the refresher training one in April and one in May for those who need it so look out for those dates.
4. Finally, this is more of an FYI. If the member cannot do the duty watch personally a member of their family can also perform the duty watch. However, that family member must be competent in doing the duty watch. This means that the alternate family member cannot come to the club and sit and read or work on a computer all shift. They have to perform the requirements of the duty watch.

Finally, please remember that Duty Watch benefits everyone. So please let's do our Duty Watch so that we can all be safe and enjoy the next boating season at FBYC in 2018. This benefits us all.

- Mark Chin

Awards Night

Many donors have provided the various awards and it is felt that their stories and history should be a permanent part of the award and the club's history.

If you are familiar with the donor and their award, it would be appreciated if you could provide either an article or some information on the person. It is intended that this information will be placed on the bottom of the trophy that they had donated.

- Nancy Smith

This Years Award Recipients

Principal Race Officer

- Alan May

Opti Sailor of the Year

- Daniel Aprile

Junior Sailor of the Year

- Nolan Lewis

Showing the Colours

- Optimist - Braden Johnson
- Laser - Rachael Susman

Cy Hughes - Boat of the Year

See the Wind - Chris&Nancy Smith

Cruising

Blue Lady - Tom Wood

Doug Ramage Cup - Showing the Colours

Pearl - Brent Hughes

Brass Monkey

Pearl - Hughes, Fertile, Seeley

Spring Series

Flying Sails

- 1 - Rampage - Dickson/Kennedy
- 2 - Moana - Karen May-Kim
- 3 - Sushka - Phil Plumb

Spring Series

Non Flying Sails

- 1 - Vivace - David Riegert
- 2 - See the Wind - Chris&Nancy Smith
- 3 - Keego II - Peter Chalkley

Summer 1 Series

Flying Sails

- 1 - Untamed - Mark Bowman
- 2 - Moana - Karen May-Kim
- 3 - Sushka - Phil Plumb

Summer 1 Series

Non Flying Sails (big boats)

- 1 - Ohana VI - Rick Lalonde
- 2 - See the Wind - Chris&Nancy Smith
- 3 - Star Mist - Denis Carrier

Summer 1 Series

Non Flying Sails (small Boats)

- 1 - Vivace - David Riegert
- 2 - Cabair Feidh - Bob Stobie
- 3 - WaveLength - Brian Duarte

Summer 2 Series

Flying Sails

- 1 - Antillia - Ian MacKimmie
- 2 - Moana - Karen May-Kim
- 3 - Gotcha II - Phil Gwilliames

Summer 2 Series

Non Flying Sails (big Boats)

- 1 - Ohana VI - Rick Lalonde
- 2 - Star Mist - Denis Carrier
- 3 - Keego II - Peter Chalkley

Summer 2 Series

Non Flying Sails (small boats)

- 1 - Vivace - David Riegert
- 2 - Nefarius Purpus - John Redman
- 3 - Cabair Feidh - Bob Stobie

Fall Series

Flying Sails

- 1 - Moana - Karen May-Kim
- 2 - Rampage - Dickson/Kennedy
- 3 - Untamed - Mark Bowman

Fall Series**Non Flying Sails**

- 1 - See the Wind - Chris&Nancy Smith
- 2 - Ohana VI - Rick Lalonde
- 3 - Nefarius Purpus - John Redman

Single Handed Series**Non Flying Sails**

- 1 - Nefarius Purpus - John Redman
- 2 - Vivace - David Reigert
- 3 - Incognito - Mark Chin

**Bill Fertile - Single Handed Race
(mixed Fleet)**

- 1 - Streak - Mike Brett
- 2 - Rampage - Dickson/Kennedy
- 3 - Incognito - Mark Chin

**Roy Jones - Double Handed Race
(mixed fleet)**

- 1 - Rampage - Dickson/Kennedy
- 2 - Sushka - Phil Plumb
- 3 - See the Wind - Chris&Nancy Smith

**Mayor's Pursuit Race
(mixed fleet)**

- 1 - Hot Knots - Chuck Watson
- 2 - Rampage - Dickson/Kennedy
- 3 - See the Wind - Chris&Nancy Smith

**Singer Long Distance Race
(Flying Sails)**

- 1 - Razorbill - Brent Sullivan
- 2 - Untamed - Mark Bowman
- 3 - See the Wind - Chris&Nancy Smith

**Frost Bite Race
(mixed fleet)**

- 1 - Rampage - Dickson/Kennedy
- 2 - Vivace - David Riegert
- 3 - Nefarius Purpus - John Redman



All photos courtesy of Nancy Smith





Cruise Committee

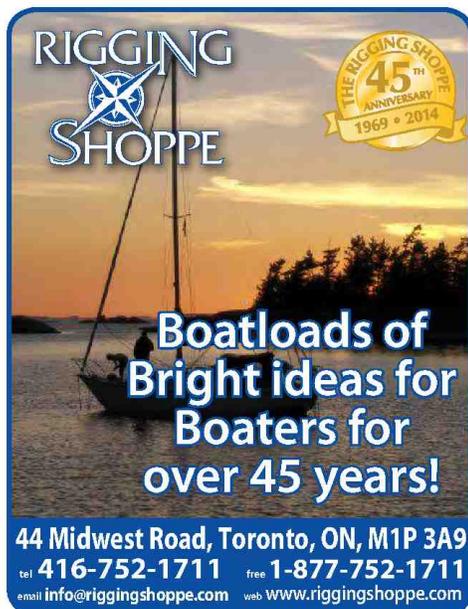
Just a short memorandum now that the cruising season is over for 2017.

The Cobourg Cruise Sign Up Sheet is now posted. We are going back to Cobourg for Canada Day 2018. I will try to get slips for all who sign up. If Cobourg limits our slips, it will be first come first serve. There is a non refundable reservation fee of \$13.00 due to me by February 26. I need to make this payment to Cobourg on March 1.

Also for Canada Day.... The Oakville Club will be visiting FBYC. We are welcome to go there. They know that we already have plans for Cobourg. Go east, go west, go somewhere for Canada Day!

The remainder of the cruises will be announced next month with sign-up sheets posted May 1.

- Mike Brajac



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Ships of Yesteryear

The Hesperus



*Hesperus
Built 1872 Blackwell Dockyard, Dept.*

On March 27th, 1872, the Yatala, the finest passenger ship in the Orient Line, went ashore near Cape Gris Nez, when homeward bound from Adelaide, and became a total loss. This was a very serious loss to the firm, coming, as it did, at a time when the rush of emigrants to South Australia was at its height.

The Yatala was a composite ship of 1,127 tons, and under the famous Captain Legoe was noted for her passages, her best being 66 days to Adelaide in 1867. But, by 1872 the day of the composite clipper was already on the wane, and iron clippers were being built as fast as the North Country yards could lay them down. With their teak-built frigates and small composite clippers the great London shipping firms were already finding the competition of the new iron clippers from the Clyde and the Mersey more than serious, and it was quite evident that unless they abandoned teak for iron, they would lose their hardly-won position at the head of the British Merchant Service. ,

Thus it was that Messrs. Anderson, Anderson & Co. decided to replace their lost ship by the two finest iron clippers that could be built. Robert Steele, of

Greenock, the foremost designer and builder of clipper ships in the world, was given the order for the two new Orient liners, and both in design and workmanship he gave of his very best. The new ships were named Hesperus and Aurora.

Hesperus was launched in November, 1873. She registered 1,777 tons ; was 262 feet 2 inches in length with 39 feet 7 inches beam and 23 feet 5 inches depth, whilst her poop was 74 feet long, and her fo'c'sle head 40 feet. Her sail plan was a large one, with double topgallant yards on all three masts. She had very long poles above her royals, so that skysail yards could be sent up and crossed in the tropics, and her jib-boom was noted as the longest belonging to any ship sailing out of the Port of London.

On February 14th, 1874, the veteran Captain Legoe was appointed to the command of the new clipper, and she was put on the berth for Adelaide. Previous to commanding the Yatala from 1865 to 1872, Captain Legoe had had the Murray for four voyages, and before that the little tea clipper, Celestial.

Her sister ship, Aurora, was unfortunately lost on her maiden voyage, being abandoned in flames with fore and main masts gone in 40° N. 35° W. on August 9th, 1875, her homeward cargo of wool having caught fire by spontaneous combustion. Her place was filled by the famous Harbinger. Hesperus and Harbinger were favourite passenger ships in the Adelaide and Melbourne trade right up to 1890, when they were bought by Lord Brassey and Messrs. Devitt & Moore for their new cadet-training scheme. Legoe retired from the sea at the end of the 'seventies, and set up as a stevedore at the Semaphore. He was succeeded by Captain T. R. Harry, who remained in command of the Hesperus until the Orient Line sold her.

On September 11th, 1891, Hesperus left London with a full complement of cadets. She reached Sydney on December 8th, 88 days out. Here her crew cleared out in order to follow a gold stampede up-country, leaving the cadets to do everything during the ship's four months' wait for a wool cargo. No history of Sydney would be complete without some mention of the sailing ship brassbounders ; the cadets of the Hesperus proved only too true to type, and when the vessel sailed for home, the three brass balls of a well-known pawnbroker in Argyle Cut hung conspicuous in their golden splendour from the end of the clipper's jib-boom. The run home was made in the good time of 85 days. In 1892 and 1893 the Hesperus made the two best passages of her career.

Throughout the 'nineties the Hesperus sailed to Melbourne with cadets and brought home a cargo of wool or grain. Her passages were nearly always above the average, which is not to be wondered at with picked officers and double watches.

In 1895 she arrived in Hobson's Bay, 81 days out from the Start. This year she lost Fred Corner as chief officer ; he left the Hesperus to take command of the Rodney. The former's worst passage appears to have been her homeward one in 1897, when she signalled the Lizard on July 18th, 138 days from Port Phillip. On her next passage out, in 1898, she soon showed that she had not lost her speed, by making the run in 76 days from the Wight.

At the end of this voyage Captain Barrett had to give up his command owing to ill-health, and so it came about that Captain Maitland had the old ship during her last voyage under Devitt & Moore's house flag. He drove the Hesperus from the Lizard to Melbourne in 84 days. On her arrival home in 1899 Devitt & Moore sold their

beautiful cadet ship to the Russian Government for £9,000. She was renamed Grand Duchess Maria Nikolaevna, and stationed in the Black Sea as a training ship.

The Grand Duchess sailed from Newcastle in water ballast and made the run across to Montreal in 30 days. This was before the days of the Soviet, and her officers were Russians of the old regime. Both her captain and chief officer were gentlemen, and quite young. The skipper was a very clever navigator, and he showed his skill by sailing his ship through Belle Isle Strait and past Anticosti, by the North Channel. The mate was also very capable. He had been a cadet in her when she was the Odessa training ship before the war.

On her arrival at Montreal the crew deserted as soon as they saw what kind of a deck cargo the poor old ship had to load. This consisted of round, unbarked tree-trunks of basswood which, lashed down with chains, so blocked the main-deck, that one could hardly get at the gear, much less pull on it.

Since her sale to the Russians the old ship's bowsprit and long jib-boom had been replaced by an unusually long spike bowsprit of steel. Whilst she was warping into the basin of the North Carrier's Dock the following evening, this steel bowsprit raked the side of a steamer, sweeping away 22 feet of her rail and her port topmast backstay.

The next event in the life of the Grand Duchess was the eclipse of the Russian Republic by the Soviet ; the day after she had docked, General Wrangell's defeat was in the paper! Uncertain what to do, the skipper of this aristocratic vessel put the Grand Duchess under the protection of France and hoisted the Tricolour. Then, after lying discharged for some time in the Wallasey Dock, the old ship once more

came under the Red Ensign, her new owners being the London Steamship and Trading Corporation.

For some reason or other she was not given back her old name, but disguised under the name of Silvana. Captain P. Balk handed over to Captain C. J. Soutar, and in September, 1921 the Silvana sailed for Santa Pola, Spain. Here she loaded salt and sailed for Buenos Ayre on July 12th, 1922. This last voyage of the famous passenger clipper seems to have been the most leisurely of her existence. She was no less than 88 days from Spain to the Rive Plate. Then on January 9th, 1923, she left Buenos Ayres and turned up at St. Michael's Azores, 117 days later. Lastly we find her in sad straits, lying at Bordeaux, held up for want of money to meet the claims of various creditors, including her officers and crew.

With her owners unable to meet their liabilities, the civil tribunal at Bordeaux awarded the ship to the firm which had supplied her with 50,000 francs' worth of provisions. Then the Imperial Merchant Service Guild intervened on behalf of the ship's officers. Upon which the legal dispute raged round a very interesting object—this was a valuable icon, in the shape of a gold statue, set with precious stones, which, rumour stated, had been presented to the ship either by the late Czar himself or by one of the royal princesses of Russia. This icon was valued at £1,000. Suddenly it disappeared, but after being missing for some months was at last discovered in the possession of a money-lender, who had advanced a small sum upon it. On being recovered it was deposited with the Finnish Consul at Bordeaux until the legal dispute over wages and claims was settled.

Finally the financial difficulties were cleared up, and an Italian captain was appointed, who sailed the famous old ship to Genoa, where she was broken up during the summer of 1923

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"

In the News

In Memoriam

Designer George Cuthbertson crafted sleek, speedy sailboats....his company, C&C Yachts, became internationally renowned after one of his creations caught the yachting world by surprise.

Mr. Cuthbertson died of a heart attack in his Toronto home on Oct. 3. He was 88. He was predeceased by four days by Mr. Connolly, (the other half of C&C) who died of lung cancer in a hospital in a suburb of Victoria, B.C. He was 90. The men had been friends since the 1940s.

Mr. Cuthbertson contributed the first of the initials to famed C&C Yachts, which became one of the top design firms in the world in the wake of Red Jacket's success. It was his ambition to provide first-class boats for weekend sailors and racing yachtsman alike, and his legacy includes the likes of such storied racers as Manitou, Inferno, Inishfree, and Bonaventure V, as well as the company's popular series of recreational sailboats such as the Redline 41 and the C&C 27, 35, 39, 43, 50 and 61.

His death was marked by the industry as the end of an era, as he was the last survivor of the founders of C&C Yachts. "It is difficult to say that without George Cuthbertson there would not have been a fibreglass sailboat industry in Canada," naval historian and former C&C designer Rob Mazza wrote for Canadian Yachting magazine, "but with George it truly was a Canadian industry with Canadian builders producing Canadian-designed boats."

Sail Canada News

Keep up with Coach Development! The sailing season may be coming to an end but that doesn't mean that your coach development has to!

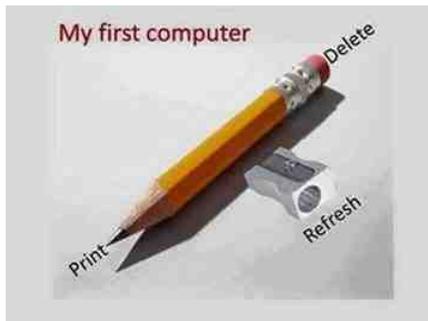
The Canadian Association of Coaches is offering two FREE online modules for coaches: Coaching Athletes with a Disability and Making Head Way (concussion education).

Simply sign into The Locker at www.coach.ca to take the modules.

Something to Think About

Under 60, just see what you missed!

Age 60 and over.....May not be understood by those under 60!



SO GLAD I GREW UP



DOING THIS

NOT THIS



Upcoming Events

Social Events

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

Club Business

Monday, November 27
- General Meeting

Monday, December 11
- Executive Meeting

Monday, January 8
- Executive Meeting

Entertainment

Saturday, November 18
- Annual Banquet

Friday, December 1
- Tree Trimming

Saturday, December 2 - 1 pm
- Kids Xmas Party

Saturday, December 9
- Christmas Pot Luck and Gifts!!!!

Monday, January 1 (2018)
- Commodores Levee
- 2 pm to 5 pm

Friday, January 19 (2018)
- Euchre Tournament

Yoga

Thursdays (ends December 14)
- 7:30 pm to 9 pm

PARA

Monday, November 21
- 1900-2130 hours

Sunday, November 26
- Training

Saturday, December 16 & 17
- Training

Sunday, January 28
- PARA Course

Food Ideas

Here is an idea for what to do with the leftover pumpkin from Halloween!

Pumpkin Bread

3 cups white sugar
1 (15 ounce) can pumpkin puree
1 cup vegetable oil
2/3 cup water
4 eggs
3 1/2 cups all-purpose flour
1 tablespoon ground cinnamon
1 tablespoon ground nutmeg
2 teaspoons baking soda
1 1/2 teaspoons salt
1 cup miniature semisweet chocolate chips
1/2 cup chopped walnuts (optional)

- Preheat oven to 350 degrees F (175 degrees C).
- Grease and flour three 1 pound size coffee cans, or three 9x5 inch loaf pans.
- In a large bowl, combine sugar, pumpkin, oil, water, and eggs.
- Beat until smooth.
- Blend in flour, cinnamon, nutmeg, baking soda, and salt.
- Fold in chocolate chips and nuts.
- Fill cans 1/2 to 3/4 full.
- Bake for 1 hour, or until an inserted knife comes out clean.
- Cool on wire racks before removing from cans or pans.



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