



SAILPAST



May, 2020

Sailpast - 2020 Version



Where's the social distancing??

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

Opportunity

We are looking for a volunteer who has a knack for communication!

Our current editor is "retiring" this year and we would love to have someone take over this role.

If you are interested, please contact either the current editor or Ed Fulton.

Publisher

Frenchman's Bay Yacht Club

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Contact the Editor for graphic and content requirements.

Sailing News

Race Officers - 2021 Canada Summer Games

Sail Canada is currently seeking Expressions of Interest (EOI) from qualified officials for RO & DRO positions for the Sailing event at the 2021 Games. The dates of the sailing event are August 5 - 14 2021, using Buffalo Canoe Club as the sailing venue.

Any persons interested in being appointed to carry out these roles at these Games please submit EOI to Sail Canada by April 30th, 2020 - Deadline extended.

Questions? Contact Katie Yeo at the Sail Canada office katie@sailing.ca

Call for Nominations to the Sail Canada Board of Directors

The Nominating Committee of Sail Canada is calling for nominations from interested individuals who are prepared to help shape the future of the sport of Sailing in Canada and guide the overall strategic plan of the organization. Candidates for election to the Sail Canada Board of Directors must be at least 18 years of age and be a member in good standing of a member club, class or other member organization.

There will be two Director at large positions up for election at the 2020 Sail Canada Annual General Meeting to be held on October 16, 2020. Both Directors will have completed their first of a possible two, three year terms.

Race Management Learning Session

Join your fellow Sail Canada Race Officers for a learning session!

While meeting in person is not possible, the Sail Canada Race Management Sub-Committee would like to offer opportunities for development and learning virtually. The first session will focus on Target Times, including:

- The need for target time models
- How to use the models prior and during the race
- Race duration forecasting
- How to make your own models
- Model accuracy challenges
- Links to existing target time models

This session is open to all who are interested. It will be delivered in English. Advanced sign up is required.



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Sailpast Tradition



The Sailpast tradition began at the first Yacht Club that was formed at Cowes in England nearly 200 years ago. The membership at Cowes was primarily aristocratic and many were familiar with naval practice and tradition. Cowes Yacht Club subsequently changed its name to the Royal Yacht Squadron and certain social graces were added to the traditional naval practices.

The actual “review of the fleet” is steeped in more than 600 years of Royal Navy tradition and history and was introduced in Yacht clubs as a continuation of the naval habit of having Admirals (and/or Royalty) review the fleet on special occasions.

Protocol demanded that a flagship be anchored with the Admiral and staff on the quarterdeck to receive and return the salute. Vessels sailed past, dipping their colours in salute, and with their captain also saluting with the ship’s company standing at attention. The Vice Admiral would lead the fleet passing in review and the final vessel in the line would carry the Rear Admiral.

Our Yacht Club tradition is almost identical, except that the salute is received by the Commodore instead of the Admiral and the salute is delivered by the passing boat, if under sail, by luffing its jib, or, if under power, by dipping its ensign. All of the crew on the saluting boat stands at

attention facing the Commodore, who is the only one to salute by hand. If there is insufficient wind, sailboats should have their engines on.

Protocol dictates that until the Sailpast is completed, only the flagship may be dressed (strung with bunting and flags). However, after the Sailpast, participating yachts are encouraged to dress on returning to their dock.

By precedent, Sailpast is a formal event that officially opens the boating season. The Navy and many yacht clubs also follow the Sailpast with a “Blessing of the Fleet”, a long standing European tradition, first practiced in Portugal, of seeking divine providence to those who labored or ventured on the sea to assure good harvest, safe passage and safe return. At IYC the Sailpast is accompanied by dressing the clubhouse and flagpole and a formal raising of the national flag, accompanied by a cannon salute. The ceremony is followed by a reception on the lawn.

Like most boating activities, Sailpast is somewhat weather dependent. We all hope for a bright sunny day, calm seas and just enough wind to propel the boats around the course in an orderly fashion. But Mother Nature does not always cooperate. In that case a sailor’s ingenuity comes into play.

Tradition dictates that all club members participate in the Sailpast, on their own or on another member’s yacht. Good manners require that a member unable to participate will send his/her regrets to the Commodore.

- Courtesy of the Broad Reach
Foundation for Training of Youth Leaders

From the Bow

FBYC is now open to prepare boats, masts, and to dock our boats as required but we must not forget “Things like practicing physical distancing (staying 2 metres away from others), proper hand hygiene, keeping surfaces and objects clean, and preventing contact with potentially infected people –these are all critically important measures.”.

The club house will also be opened for washrooms use. This is a reminder that the club house is cleaned but not sanitized so please wash hands frequently, practice social distancing such as only two members in the washroom at a time.

The bar will remain closed until phase 3 when restaurants can have sit in services.

Please bring your own sanitizers, Lysol wipes, gloves and masks if you have them.

Dinghy members can now bring their boats down to the club and enjoy them at their leisure.

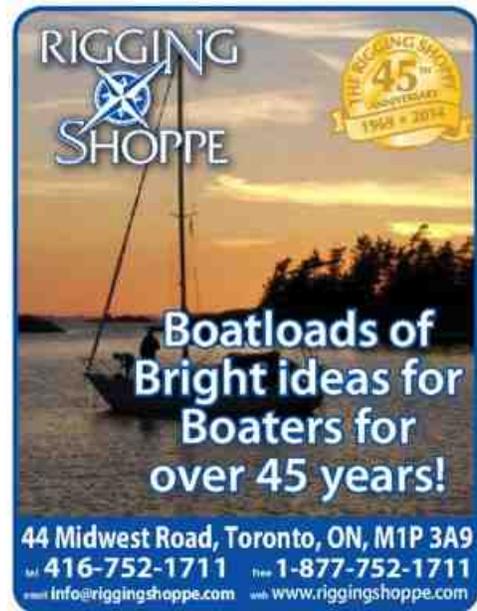
Please enjoy the club responsibly and abide by the COVID-19 rules. We must keep the infection rates low in order to have a continued sailing season.

More importantly if we continue to exercise proper and frequent hand washing, coughing etiquette, not touching your face, physical distance and staying home if feeling unwell we will save lives.

To date I have not heard of any of our members contracting COVID-19 so let's keep it that way.

Stay safe, stay healthy!

- Mark Chin



**Does anyone
know if we can
take showers yet
or should we just
keep washing
our hands ??**

From the Cockpit

Good day fellow FBYC members!

With the recent news of marinas and clubs being able to open, it creates a lot of excitement and relief for many, but it also means that we need to take the appropriate measures to keep everyone safe, so that we do not go backwards as a province, with increased numbers of C-19.

Please be patient with the board as we map out a plan of how to be a 'club' with 'physical distancing'. Things may not be as convenient, or will take more time, but if we all work together responsibly to do our part, we should be able to enjoy our boats on the water. Thanks in advance for your cooperation!

The Duty Officer schedule that was previously circulated was very quickly retracted, and a new revised version will be coming out soon. Our plan is to have the Officer Duties begin on Monday, June 1.

The role of Duty Officer is an important part of the operation of our club, and therefore we count on each member to fulfill this duty. Some of our members however, have health conditions that make them more vulnerable during C-19 and for this reason, we may be asking you to 'step up to the plate', to help cover some additional shifts.

I will be revising the duties list, (which is posted at the club) to adopt appropriate precautions during Covid 19. Please stay tuned, as this is still a work in progress.

For those who are just joining the club, the duty officer shifts are weekday evening, 6-9 pm (red shift), and week-ends 2-6 (green) and 6-9 pm (red). The responsibilities are not daunting: they

include ensuring all garbage containers are emptied into dumpster at the end of the evening (red shift only), catching boats that are looking for a hand when leaving or returning to their dock (should call ahead on VHF 68 to request assistance), checking that all boats are safely tied in their slip, checking on sailing school dinghys (bailing some, if there has been rain), ensuring there are paper products in the washrooms, being a presence at the club should there be visitors or people who wander in, etc. It's not a difficult job, but is an important one.

Sadly, we will not be having our traditional Sailpast on June 6 this year. Group gatherings will not be allowed for a long time, therefore the idea of a big party is out of the question. But maybe there is another way for us to 'open' the sailing season. If you have a suggestion, by all means feel free to reach out via email to: vicecommodore@fbyc.ca.

Meanwhile, I hope you all stay safe and healthy, and enjoy getting your boats ready for the water.

Fair winds to come my friends,

- Annette Reesor



**This cleaning with
alcohol is total bullshit.
NOTHING gets done
after that first bottle.**

Spring Checklist

General

- Do a general cleaning of hull, deck and topsides using a mild detergent
- Make sure drains and scuppers are clear and well secured
- 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
- Check spare parts and tools and replace as necessary
- Make sure registration is current and onboard
- Make sure you have your Pleasure Craft Operator Card (mandatory for all by September 15, 2009)
- Check and replace wiper blades if necessary
- Inspect dock and anchor lines for chafing
- Update or replace old charts, waterway guides
- Review your boat insurance policy and update coverage if needed - including fuel spill coverage

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 adjust compass
- Check navigation lights
- Check charts and replace as necessary
- Check radar reflector
- 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

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
- Check limber holes and make sure they are clear of debris

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
- Check all electronics for proper operation
- Inspect antennas

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.
- Every few years, remove and inspect exhaust manifold for corrosion.
- Clean and tighten electrical connections, especially both ends of battery cables. Wire-brush battery terminals and fill cells with distilled water.
- 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 backfire flame arrestor
- Check impeller
- Check and clean water strainer
- Check bilge blower

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
- 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

Galley

- Fill propane tank, check electric & manual valves, check storage box vent to make sure it is clear
- Check refrigerator, clean and freshen, operate on AC and DC
- Clean stove, check that all burners and oven are working
- Check microwave, if fitted

Head System

- Checked for smooth operation - lubricate and clean as necessary
- If equipped with treatment system, have chemicals on hand
- Y-valve operation checked, valve labeled & secured

Sails

- Check general condition
- Look for wear and chafing
- Check battens and batten pockets
- Check all sail attachments
- Inspect bolt rope

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
- Tape turnbuckles, cotter pins, and spreaders
- Recaulk through-deck chainplates as necessary (generally, once a decade)

Trailer

- Check for current registration
- Check rollers and pads
- Check and lubricate wheel bearings
- Clean and lubricate winch
- Lubricate tongue jack and wheel
- Test lights and electrical connections
- Check tire pressure and condition (remember the spare!)
- Check brakes (if equipped)
- Check safety chains
- Check tongue lock
- Inspect frame

Sitting on the couch & my husband sweetly whispered.. "The best part about all of this is that I get to spend more time with you" as I looked over at him lovingly I realized he was talking to the dog not me

Finally got my sink fixedb



...I'll send you the name of my plumber!

Cheers!!! Not to worry, the left handle does white wine

South Wall Reconstruction Progress

The service dock has now been completed and ready for action.....check out the photos below. There is a temporary ramp over the grounds leading to A dock which will serve until the rest of the expanded service dock is finished.



Club History

A few years ago, Jim Dike, a founding member of Frenchman's Bay Yacht Club, wrote a history of the club which is worth sharing with everyone.

This issue presents the final piece of that article which was written on the Silver Anniversary of the club.

Looking back 25 years - and Beyond

Great Help and Good Leadership

While some clubs depend on paid employees for just about everything, FBYC continues to be predominately a self-help club. Our fees continue to be very reasonable and our facilities continue to grow. How does this club continue to be so successful? The answer is through our enthusiastic and willing membership.

The leadership that has been provided over the years has also been a great source of strength. While it is very difficult, and perhaps unfair to single out individuals among the many that have made significant contributions, our Commodores have to be given credit.

Listed below are the Commodores who have served the Club over the years.

1938, 1939 Eric P. Blenkarn
 1940 W. W. Yeates
 1941 H. B. Cunningham
 1942 H. J. Bennett
 1943 A. Piggins
 1944 Eric P. Blenkarn
 1945 F. Walker
 1946, 1947 J. DeFoa
 1948 W. W. Yeates
 1949, 1950 Tom Tomblin Sr.
 1951 Joe Edwards

Not active 1952 to 1957

1958, 1959 Tom Tomblin Sr.
 1960 Rick Blenkarn
 1961 Roger Conant
 1962, 1963 Len Canham
 1964 Jack McInerny
 1965 Tom Tomblin Jr.
 1966, 1967, 1968 Bill Fertile
 1969 Lloyd Dove
 1970, 1971 Don MacRae
 1972 Mike Kingsmill
 1973 Bill Fertile
 1974 Cec Turner
 1975 Geoff Howard
 1976, 1977 John Frenke
 1978, 1979 Al Greensides
 1980, 1981 Ed Davies
 1982 Del Fisher
 1983, 1984 Mike McInerny
 1985 Alan May
 1987 Robert Maidens

Another individual has made a very significant contribution to the successful operation of FBYC is Jim Moody. Until his resignation from the position at the end of last year, Jim had been the club Treasurer for 15 years. During this time the Club made great progress while continuing to keep its sound financial condition.

Writing this club history has provided me with an opportunity to recall our past fortunes and I wish, in this Silver Anniversary Celebration Year to say thank you.

"Well Done" to our many past and current members who have contributed to our success.

The future is in the hands of our membership and, based on past performance, I have every confidence that it will be every bit as successful in the past.

The Humour Continues

I'm normally a social girl
I love to meet my mates
But lately with the virus here
We can't go out the gates.

You see, we are the 'oldies' now
We need to stay inside
If they haven't seen us for a while
They'll think we've upped and died.

They'll never know the things we did
Before we got this old
There wasn't any Facebook
So not everything was told.

We may seem sweet old ladies
Who would never be uncouth
But we grew up in the 60s -
If you only knew the truth!

There was sex and drugs and rock 'n roll
The pill and miniskirts
We smoked, we drank, we partied
And were quite outrageous flirts.

Then we settled down, got married
And turned into someone's mum,
Somebody's wife, then nana,
Who on earth did we become?

We didn't mind the change of pace
Because our lives were full
But to bury us before we're dead
Is like a red rag to a bull!

So here you find me stuck inside
For 4 weeks, maybe more
I finally found myself again
Then I had to close the door!

It didn't really bother me
I'd while away the hour
I'd bake for all the family
But I've got no bloody flour!

Now Netflix is just wonderful
I like a gutsy thriller

I'm swooning over Idris
Or some random sexy killer.

At least I've got a stash of booze
For when I'm being idle
There's wine and whiskey, even gin
If I'm feeling suicidal!

So let's all drink to lockdown
To recovery and health
And hope this bloody virus
Doesn't decimate our wealth.

We'll all get through the crisis
And be back to join our mates
Just hoping I'm not far too wide
To fit through the flaming gates!

I finished Netflix today

*Day 7 of the quarantine
My wife took up gardening but won't
tell what she's going to plant*



NOT Virus Humour

When one door closes and another door opens, you are probably in prison.

To me, "drink responsibly" means don't spill it.

When I say, "The other day," I could be referring to any time between yesterday and 15 years ago.

Job Interviewer: "So, tell me about yourself." Me: "I'd rather not. I kinda' want this job."

I remember being able to get up without making sound effects.

I had my patience tested. I'm negative.

Remember, if you lose a sock in the dryer, it comes back as a Tupperware lid that doesn't fit any of your containers.

If you're sitting in public and a stranger takes the seat next to you, just stare straight ahead and say "Did you bring the money?"

When you ask me what I am doing today, and I say "nothing," it does not mean I am free. It means I am doing nothing.

Age 60 might be the new 40, but 9:00 is new midnight.

I finally got eight hours of sleep. It took me three days, but I did it.

I run like the winded.

I hate when a couple argues in public, and I missed the beginning and don't know whose side I'm on.

When someone asks what I did over the weekend, I squint and ask, "Why, what did you hear?"

When you do squats, are your knees supposed to sound like a goat chewing on an aluminum can stuffed with celery?

I don't mean to interrupt people. I just randomly remember things and get really excited.

When I ask for directions, please don't use words like "east."

It's the start of a brand new day, and I'm off like a herd of turtles.

Don't bother walking a mile in my shoes. That would be boring. Instead, spend 30 seconds in my head. That'll freak you right out.

That moment when you walk into a spider web that suddenly turns you into a karate master.

Sometimes, someone unexpected comes into your life outta' nowhere, makes your heart race, and changes you forever. We call those people cops.

The older I get, the earlier it gets late.

My luck is like a bald guy who just won a comb





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