



SAILPAST



July, 2020

How to Beat the Heat!



**Don't forget
Simcoe Day is
August 3!**

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Frenchman's Bay Yacht Club

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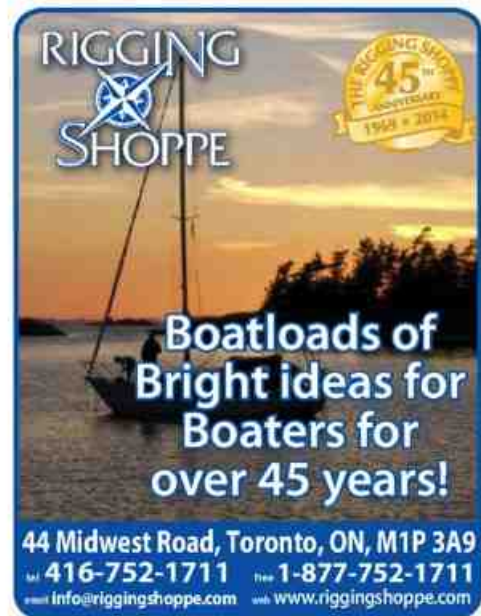
Simcoe Day

Civic Holiday is the most widely used name for a public holiday celebrated in most of Canada on the first Monday in August, though it is officially known by that term only by the governments of Nunavut and the Northwest Territories where it is a territorial statutory holiday. The name "Civic" is in reference to municipalities (such as cities, towns, etc.) as this day is not legislatively mandated a public holiday across the country by the Canadian federal government and is often given a different, more specific name by some municipalities.

The holiday is known by a variety of names in other provinces and municipalities, including British Columbia Day in British Columbia, New Brunswick Day in New Brunswick, and Saskatchewan Day in Saskatchewan, where the day is a provincial statutory holiday across each province. The holiday is celebrated as Natal Day in Nova Scotia, in commemoration of the founding of the Halifax–Dartmouth area, and Terry Fox Day in Manitoba, in honour of the nationally renowned Manitoba-born athlete. Despite its special designations in Nova Scotia and Manitoba, the day is not a statutory holiday in those provinces, nor in Prince Edward Island.

The holiday was renamed "Simcoe Day" in Toronto in 1969, in honour of John Graves Simcoe, the first Lieutenant-Governor of Upper Canada and the leading proponent of the Act Against Slavery, but a motion at the Ontario Municipal Association to extend the name change across Ontario failed. According to a 2005 proclamation this name continues to apply in the present amalgamated city of Toronto.

When not given a local name, it is often referred to as "Civic Holiday". Although a work holiday is given to employees of the federal, provincial and many municipal governments, the Government of Ontario has not defined this day as a statutory holiday that all employers must treat as a holiday and it is not mentioned in Ontario's Employment Standards Act nor the Retail Business Holidays Act.



Sailing News

LYRA 2020 Pandemic Plan

The Lake Yacht Racing Association has been promoting competitive Corinthian style yachting since 1884 on behalf of its members. Throughout the years the event has looked different during different times and trials we have experienced globally. During World War I there was no competition for the years 1914 through 1918, resuming in a port to port competition in 1919. During World War II there was no competition in 1942 to 1944. Since 1945 LYRA has had consistent annual competition mostly in the form of an annual regatta at a host club, but on three occasions port to port races were held. Then of course the 2017 flood canceled the regatta with no planned alternative.

I am happy to announce that the LYRA Board of Directors has been working since May to make available LYRA racing as broadly as we possibly can for the LYRA 2020 year. The culmination of these efforts is going to give us regional venues that members clubs can participate in and enjoy. The trophies that have been so generously donated to LYRA over the years will be awarded for these races as available.

Divisions will ideally be of at least 5 boats and PHRF-LO ratings will be the handicap system. It is our expectation that most all the venues will have a FS and NFS fleet. How about all those sailors that used to compete and are now retired from amateur racing. During the global pandemic this may be the perfect opportunity to sail with the family or just a couple racing in an NFS fleet for a flag or to put your boat name on a LYRA perpetual trophy.

August 1, 2020

Our vision is that boats will be able to leave from their home ports, race in the event and return to their home ports. Providing the safest way to provide competition in 2020. LYRA will be providing LYRA 2020 Division Flags for first, second and third place finishers. Perpetual trophies are planned to be awarded at the Annual General Meeting to be held at Youngstown Yacht Club on November 14, 2020

- . Youngstown Yacht Club, LYRA 2020 Lower Niagara River Regatta sailing east and back with two courses. LYRA 2020 Lower Niagara
- . Olcott Yacht Club sailing east, west and back with an NFS fleet.
- . National Yacht Club, GTA LYRA Fun Sail sailing the Gibraltar mark to Oakville mark and back, either direction may be sailed.
- . Rochester Yacht Club and Genesee Yacht Club sailing to Pultneyville and back.
- . Pultneyville Yacht Club sailing to Rochester and back.
- . C&C 29 Rochester fleet to sail to Pultneyville and back for the Castle Cup one design trophy.

From the Bow

COVID-19 aside, we are having one of the best summers that we have experienced in recent memory. Hope that everyone is keeping safe and enjoying the beautiful sunny weather and getting out on the water.

As of July 17, 2020, the Province has started to allow some areas of Ontario to enter Stage 3. Link below;

<https://news.ontario.ca/opo/en/2020/07/early-all-businesses-and-public-spaces-to-reopen-in-stage-3.html>

Pickering is not there yet but we believe that within the next couple of week Pickering will be as well. This would mean that Indoor gathering limits would increase to a maximum of 50 people and outdoor gathering limits will increase to a maximum of 100 people. However, gathering limits are subject to physical distancing requirements which means two metres apart and face coverings is still required for all indoor areas. Thanks everyone for doing their best in stopping the spread of COVID-19. To my knowledge there has been no reported cases of any member contracting the virus. Keep up the good work.

Now some poop news. The pump out is now operational. Thanks to many hours of work by Stuart Robinson, and Bob Hess the pump out and enclosure is complete. Mast racks are dismantled and put away and the rope fence for the licensed bar area is now in place thanks to Denis Carrier and all the people that helped to make this happen thank you. Speaking of the Bar just a reminder the bar is now open Fridays 19:00 to 23:00 and Saturdays and Sundays from 15:00 to 19:00. Only the patio for now until we enter Stage 3.

Once we enter stage 3, we are hoping to have a barbeque type dinner to celebrate.

We will still need to be cognizant of COVID-19 rules, but we will be able to have up to 100 members outdoor and up to 20 indoor due to the limited indoor space in the regatta room. Please keep an eye on your emails as Mary Humphries will send out an announcement for the barbeque.

Finally, come on down to the club to enjoy the sailing season responsibly. A lot of work has been done to get us here so come down to the Friendliest Club on the lake and make the best of it.

Stay Safe, Stay Healthy

- Mark Chin



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Club News

The Job Jar

Any time you're looking for work hours, check the recently added 'FBYC Job Jar' in the 'members only' section of fbyc.ca

Grounds

There was not the usual flurry of activity at the start of the season. However there has been progress made since the easing of covid restrictions. Thanks to the many volunteers who helped remove years worth of accumulated debris from the yard. Special thanks to Tim Tibbey who lent us a trailer to move the garbage, Jeff Steiner who brought a dump truck and huge trailer without which would have been impossible to move the large stuff and Robert Lalonde who brought a trailer to get rid of the final scraps of metal.

Lawn cutting schedule has been established by volunteers for the rest of the year. The children's playset has been moved from the licensed area and the fencing erected. Trimming of shrubs has been completed as well as much weeding along the gate entrance and west side of the club house and the electrical shed. Mulch installation along the west side was also performed.

There will be work parties to build the new playset incorporating the old one. A work party will also be scheduled to remove excessive fence post no longer required. Stay tuned to when the temperature subsides.

- Denis Carrier

Fleet

We are endeavoring to organize racing during this difficult time and with uncertainty as to what is allowed. The target is to do pursuit races Sundays, briefing 10am switching to 11 am later. See bulletin board in the club for more details as this situation evolves .

This series is a perfect opportunity for beginners and experts alike. If you haven't raced before contact me at RCfleet@fbyc.ca or just show up. We will figure out how to handle things like handicaps and start times on a case by case basis. Lack of experience or not having a handicap is not a reason to miss out on these events, all are welcome!

Remember physical distancing, crews must be from the same household or bubble, solo and double handed are encouraged. Boats are required to stay 12 feet apart.

- Tom Wood

Junior Club

The Junior club has been in, not quite a full swing, but a swing nonetheless.

Our first session is complete and the students are loving every second of their time on the water, out of the house, and spending time with friends. The additional safety measures that our coaches have been enforcing are helping to ensure that we are able to stay open and continue teaching the sport that we love to the newest generation of sailors.

The sailing school was able to purchase quite a few lasers to add to our fleet so that sailors can stay socially distanced both on and off of the water. Though this year has been different, many students are getting the opportunity to try out new boats and learn new skills in both lasers and optimists.

Our race team has been enjoying their summer off, though the focus is lacking which is why we are planning to hold an in-club regatta for the team so that they can compete for small prizes and will have something to work towards for the next couple of weeks.

- Victoria Dickson





Junior Sail

When Aaron Coholan (sailing school director) and I sat down to plan the 2020 season in October last year we set out some ambitious plans and then everything changed.

- Wetfeet cancelled this year
- Ratios of coach to students reduced
- Social distancing in classroom
- Change rooms will be separated in two areas
- Wipes and hand sanitizer stations for portable and race team areas
- Signage in all areas
- Dock reconfiguration
- One coach on land all the time with the exception of first 2 weeks of July

In order to make sure that we had a sailing school and race team this year we made a few changes and made some difficult choices too. The first was cancelling our wet feet program, aimed at our youngest sailors (8-10). We plan to offer it again next year because we know how important this group is to our future.

We also reduced our ratio of coaches to students and made social distancing and masks a must for launches. We also made a transition of our fleet that now comprises 5 lasers, 12 optis and 8 420's. I am happy to report that we did manage to secure a Canada Summer Jobs grant from the federal government which has supported the junior club in hiring 6 full time coaches and one coach in training. It has also helped us offer 2 free 2-week camp spots to Big Brothers Big Sisters Ajax-Pickering for 2 youth in our community. We are entering our 4th week of camp this week and I am proud of the work that our coaches, Doug, Rob, Kevin, Meghan, Kathryn, Rachel and Victoria have been doing to make this a great experience for our kids.

Finally, everything that has been done could not have been accomplished without club members. Aaron - who has been working almost full time since May to get us ready - and I have been supported by volunteers like Andrea Zeeb who takes care of payroll or Peter Campbell who brings back the empties for us, or Cameron Hastings who put the red boat back together for us or Chris Viscount who rebuilt our club laser. And there was a whole crew that fixed docks, painted buildings and took away all the mess around the junior club. Finally, we have received debenture donations from many departing members.

It really does take a village and I'm glad to be part of this one.

- Kevin Guerin



Tuning the Rig

Without a properly tuned rig, you won't be able to control your mast's behavior over the full range of conditions. Fortunately, rig tuning is a straightforward step by step process for both masthead and fractional rigs.

The goals in rig tuning are the following: (1) Eliminate side bend and lean, (2) Set mast rake for proper helm balance, (3) Set pre-bend to match the mainsail design, and (4) Control mast bend and headstay sag.

How to Center the mast side to side

The first step to tuning a rig is to center it side to side so the rig behaves the same way on either tack. The process is the same no matter what size boat or type of rig you have. Here's how to do it:

1. Make sure there is little or no tension on headstay/backstay.
2. Check that the mast step is centered in the hull and that the mast butt is secured to step.
3. Center and block the mast at partners. (Ideally, before stepping the mast, run a line from stem to mid-stern to check that the partners are centered in the boat.)
4. Use the main halyard to "measure" symmetrical points on the port and starboard side of the boat (chainplates are usually a good reference point). Pull the halyard down to the deck until it just touches the starboard (or port) chainplate, and then cleat the line. When you check the other side (look up to make sure the halyard isn't wrapped around anything), the halyard should just touch the same point on the opposite side as well; if not, ease off the upper on the side that is too "short" and tighten the other the same number of turns. Continue to do this until the main halyard "measurement" is the same port and starboard.

Once the mast is centered and the rake is set, how to tune your rig depends on what kind of rig it is.

Tuning Keel-Stepped Masthead Rigs

Once the mast is centered side to side, tighten both upper shroud turnbuckles evenly. Continue to tighten the uppers until they are both firm to the touch, or until the tension matches numbers provided by your tuning guide/rigger/sailmaker.

If the mast goes out of column, ease off tension until it is straight again. Be careful not to strip the turnbuckle threads. Do not overtighten.

Tighten all intermediates and lowers evenly on each side, sighting frequently up the aft side of the mast to make sure it remains straight.

This is the initial setting, with mast centered and straight, and all shrouds firm. When you tension the headstay/backstay, the mast should remain straight side to side.

Under sail

In moderate breeze, take the slack out of the upper on the leeward side (and count your turns so you can replicate the amount on the other tack). Tack, and then tighten the other upper the same amount.

Once the leeward uppers are tight, sight up the mast on each tack to check for side bend. If the middle sags to leeward, tighten the lowers. If the top appears to fall off to leeward, it could actually be the middle popping to windward; either loosen lowers or tighten uppers accordingly. Both over-tight lowers and loose uppers allow the tip to fall off, which creates a narrow angle of intersection between the uppers and the mast. Beware, as this can

overload the shroud fittings and cause rig failure.

Proper tension will leave the leeward upper shrouds taut with 15 degrees of heel and a full crew on the rail. The uppers should be tighter than the lowers; they have more load and also stretch more because they are longer.

Check the rig periodically, particularly after sailing in heavy air. Look for stretch in the uppers and for over-tensioned lowers, which can overload the upper spreaders.

From this base setting, you will probably want to fine tune your rig for sailing conditions. Generally this would mean adding tension to the uppers in heavy air, and backing off a couple of turns in light air. Sometimes fine tuning is best done by tensioning/loosening the headstay instead.

Mast Bend and Headstay Sag

Working with the backstay and a combination of running backstay, baby stay, and/or vang, it is possible to control mast bend and headstay sag separately.

Backstay tension will bend the mast through compression as well as tighten the headstay. The mix depends on running backstay tension. If the runners are tight, they restrict mast bend, and the backstay impacts headstay sag. Looser runners allow more mast bend.

With a stiff mast, backstay tension translates primarily into headstay tension, controlling sag. A baby stay can then be used to add bend. The backstay contributes to bend as well, particularly once bend has been initiated by the baby stay.

Running backstays allow control of mast bend independent of headstay sag. A tight backstay will tighten the headstay and bend the mast. Tensioning the runners will straighten the mast.

Tuning Keel-Stepped Fractional Rigs

The procedures for tuning a fractional rig differ slightly from those for a masthead rig. There are many varied configurations of fractional rigs (swept spreaders versus straight, runners vs. no runners, etc.), which also makes it difficult to generalize. The procedure described here is for swept spreaders. Straight spreader procedure is a mix of this and the masthead procedure described above.

If your rig has swept back spreaders, shroud adjustment will affect lean, side bend, pre-bend, sag, and mast bend. Spreader sweep should be fixed; spreaders should not swing. Use pins &/or epoxy to secure swinging spreaders.

First, center the mast at step and partners as explained earlier. Then, with lowers loose, pull the backstay to max. Tighten the upper shrouds, keeping the rig centered and mast straight side to side. If the mast tends to bend sideways, you may have to ease backstay slightly.

Release the backstay. The mast will still have some bend. Tighten the lowers to remove bend as necessary to match your mainsail.

The rig is now tuned for maximum headstay tension, which is often difficult to achieve. Backstay tension will bend the mast and add some headstay tension.

To get the mast to bend more easily, ease off the lowers. To make backstay tension affect the headstay tension as much as possible, tighten the lowers.

There is a limit to the amount of headstay tension that can be achieved without running backstays. If your mast tends to bend too much try less spreader sweep. To encourage bend, add more sweep and ease the lowers.

Upwind in a breeze the top of the mast will fall off to leeward, and the middle will bow out to weather. This side bend de-powers the rig to a greater degree than fore and aft bend. Easing the lowers may reduce side bend, but it will allow more headstay sag and fore and aft mast bend. The other solution is longer spreaders, which will push in harder on the middle of the mast. This can reduce, but will not eliminate, side bend, and depending on your boat's sail plan longer spreaders may also interfere with genoa trim.

Changing rake requires a complete retuning of the shrouds. Rake should be set for a balanced helm.

Shrouds must be adjusted daily to achieve proper mast bend and headstay sag characteristics for varied conditions. Upper and lower shrouds should be eased in light air for less bend and less headstay tension. In heavy air, tighten both uppers and lowers a couple of turns for best performance. Keep track of base, light, and heavy air settings that seem to work well.

To control sag properly and independently on a fractional rig, running backstays are required.

Fine Tuning your Rig

The tune of your rig needs to match the designed luff curve of your main and luff hollow of your jibs. It is often necessary to retune the rig for new sails. If your boat's performance is not all you hope for, especially in certain conditions, try a small change in rig tuning. Small adjustments in rig tension, rake, and pre-bend can have a significant impact on performance.

If you decide to re-tune your rig, carefully mark and note your current settings so you can revert back to where you were if you are unhappy with the test.

Upcoming Duty Officer Shifts

The following is the published schedule for the months of July/August.

This is the **original** schedule and does NOT include any changes and substitutions members may have made since it was originally published.

Green Shift: 1400 - 1800 hours

Red Shift: 1800 - 2100 hours

20-Jul-20	Red	Greig, David	17-Aug-20	Red	Stephen, Bruce
21-Jul-20	Red	Ramsden, Bryce	18-Aug-20	Red	Vanderkuur, George
22-Jul-20	Red	Redman, Bryan	19-Aug-20	Red	Kerley, William (Huw)
23-Jul-20	Red	Mokhtarian, Hovik	20-Aug-20	Red	Oliver, Jonathan
24-Jul-20	Red	Samurous, George	21-Aug-20	Red	Cane, Donald
25-Jul-20	Green	Piggins, William	22-Aug-20	Green	Castle, Craig
25-Jul-20	Red	Bellstedt, Peter	22-Aug-20	Red	Flood, John
26-Jul-20	Green	Wood, Tom	23-Aug-20	Green	Costar, Nick
26-Jul-20	Red	Rennie, Michael	23-Aug-20	Red	Hess, Robert
27-Jul-20	Red	Trewin, Ron	24-Aug-20	Red	Faria, Bill
28-Jul-20	Red	Campbell, Peter	25-Aug-20	Red	Wiseman, Marcus
29-Jul-20	Red	Hess, Robert	26-Aug-20	Red	Lise, Shawn
30-Jul-20	Red	Hughes, Brent	27-Aug-20	Red	Brown, Mike
31-Jul-20	Red	Zoldowski, Konrad	28-Aug-20	Red	PARA, Care Of
01-Aug-20	Green	Plumb, Phil	29-Aug-20	Green	McNally, Michael
01-Aug-20	Red	Lalonde, Rick	29-Aug-20	Red	Smith, Chris
02-Aug-20	Green	Kerley, William (Huw)	30-Aug-20	Green	Guerin, Kevin
02-Aug-20	Red	Coholan, Aaron	30-Aug-20	Red	Graham, William
03-Aug-20	Green	O'Donnell, Byron	31-Aug-20	Red	Chin, Mark
03-Aug-20	Red	Brown, Mike			
04-Aug-20	Red	MacDonald, Alan			
05-Aug-20	Red	Tsyben, Valery			
06-Aug-20	Red	Robinson, Stuart			
07-Aug-20	Red	Viscount, Chris			
08-Aug-20	Green	Anderson, Robert			
08-Aug-20	Red	Brazier, Jim			
09-Aug-20	Green	Skretas, Louie			
09-Aug-20	Red	Croley, Patrick			
10-Aug-20	Red	Anderson, Robert			
11-Aug-20	Red	MacKimmie, Ian			
12-Aug-20	Red	Rumball, Shirley			
13-Aug-20	Red	Stobie, Bob			
14-Aug-20	Red	Wiseman, Marcus			
15-Aug-20	Green	McLean, Al			
15-Aug-20	Red	Faria, Bill			
16-Aug-20	Green	Cummings, Samuel			
16-Aug-20	Red	Zagrodney, Bruce			



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