



# SAILPAST



August , 2019

***And the winners are.....***



**Untamed**



**Ohana VI**

***Falcon Cup - 2019***

Would the person who posted this key on the Race Results notice board please contact me directly.  
jrsail@fbyc.ca or 416-524-9769



As for the Jr Sailors, please watch for our next edition of sailFast coming to your inbox very soon.

Regards,  
Cameron Hastings  
Rear Commodore Jr Sail FBYC

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## Club Notes

### Warning

***A note of caution to everyone.***

***Be advised that one of our members found a fishhook embedded in his mooring lines recently.***

***Needless to say it hurts when your hand accidentally comes in contact with the barbs.***

***SO.....check your mooring lines carefully, particularly if you are in a slip that is close to where fishermen typically are casting about.***

***BE SO WARNED!!!!***

### Cruising Notes

Labour Day Cruise—Whitby Yacht Club has extended an invitation to us.

Here is the process that we will follow:

1. Everyone that has been signed up will be contacted by e-mail to see if they are in or out for the cruise. They will be asked to make a decision by Aug 20, 1800 hours. The cruise will then be open club-wide for anyone to join. The Marina is willing to take any overflow on their usual reciprocal policy of one night free.
2. Rochester Yacht Club has also extended an invitation to us. A bit far for an organized cruise, but if you are cruising the south shore RYC welcomes the visit.
3. Nancy is working on organizing a raft-up event on September 14. More details to follow from Nancy.

- Mike Brajac

## Vice Commodore

Hi Everyone

What an exciting month we are having at FBYC.

We had the Commodore's Cruise at ABYC, The inaugural Falcon Cup Regatta and Friday night dinners.

The Commodore's Cruise was fantastic with lots of good food, colourful drinks and a fun time had by all. The weather was perfect and the ride to and from ABYC was calm. Can't wait to do this again next year. Thanks, Mike Brajac, for organizing the cruise, Commodore Sam Cummings for hosting it and everyone who brought food and spirits for all to enjoy.

Every year FBYC has hosted a Regatta where we open our club to other yacht clubs around the lake to participate in a fun regatta and every year the attendance was slowly diminishing not just at our club but other clubs as well. This year Alan May decided to do something special and that he did. With the help of an army of members, friends and our major sponsor Falcon Brewing Company, Alan created the Falcon Cup Regatta at FBYC. In addition to the regular regatta we entered one spinnaker and one white sail boat as a team from FBYC to challenge the best from other nearby clubs.

Not all clubs entered this year but we had a good turn out and the competition was fierce. So fierce in fact that we had a collision at one of the starts but thankfully was minor in nature with no one injured. Congratulations to Mark Bowman of Untamed and Rick Lalonde of Ohana VI representing FBYC for winning the Falcon cup this year. Next years rematch promises to be quite interesting I am certain.

Looking forward to the second annual Falcon Cup Regatta at FBYC. The other winners at this year's regatta were Karen May-Kim of Moana, Jeff and Annette of Nalu and Mike Brett of Streak. Phil Plumb of Sushka and Mike and Marj Sherban of Tsunami II were also winners of the short distance portion of the regatta. Congratulations to all that participated and thanks to all that helped to make this event a successful one.

The Friday night's dinners have been quite successful. First it was Jeff Steiner and Annette Reesor that started it with their delicious sausage dinners. The second Friday was a lasagne dinner by Mark, Shernaz and Maureen Tutty and the third Friday dinner was a delicious pulled pork dinner prepared by Bob and Barb Hess, John and Faye Flood, Ron and Jan Van Der Wees, Connie Dickson and Pat Welch.

The best part of the Friday night dinners is that the proceeds from these wonderful dinners go towards managing the current weed problem in the Bay. In addition, we have had very generous donations to the cause from Tom Wilson, Darlene Davies and PARA. So far, we have raised over \$1500 toward the weed management effort. Thanks to all that helped to make all the delicious food for us to enjoy and thanks for your generous donations. All this will help to ensure that we have a safer waterway and a longer sailing season for all to enjoy.

Thanks and enjoy the rest of your summer

- Mark Chin

## Falcon Cup



Well it's over. And it was a very successful weekend for racers and everyone who participated.

So many club members worked hard to make it an enjoyable weekend for everyone. Friday night was well attended, boats were colourful, the steak pie was delicious, and the toonie beer seemed to be disappearing fast. The weather was great and the entertainment was also great.

The battle parade on Saturday went off without a hitch but there weren't too many people on the piers to cheer on the racers. It was still fun. Racing on Saturday was tough given the fact the wind was very shifty and blowing quite hard. We were able to get some good video of the boats doing some strange things and hopefully you will be given the opportunity to see some of it.

It was tough taking video because of the waves and constant movement of the cameras but the two photographers were able to get some useable material. After racing, the club was packed and everyone seemed to be happy. Izzy put on her usual great dinner which was also washed down with copious amounts of toonie beer. The band was excellent and everyone had a good time.

Sunday, the weather was better and the racing was a little easier. Unfortunately the race committee (me) didn't shorten the first race and some FS boats didn't finish. Same with second race which was shortened but not soon enough. The NFS fleet was more competitive (narrower PHRF band) and they were able to complete all races. Another year we will have a more experienced race officer.

We are really pleased to say that FBYC won the Falcon Cup Trophy. Mark Bowman's Untamed won the FS fleet with four first place finishes and Rick Lalonde's Ohana V1 won the NFS fleet also with four first place finishes. What a good example was established for future years.

A special thank you has to go out to Cameron Hastings (Lions Den), Denis Carrier (Starmist), and Chris Smith (Sea the Wind) for stepping in at the last minute to make sure we had six boats in each fleet. It was very difficult to get other yacht clubs to participate but CYC, ABYC, HYC, WYC and FBYC all competed and all our visitors had an excellent time. All said our facilities were excellent and members very helpful and friendly. Thanks to you all for this. Special thanks, also, to WYC for letting us use their committee boat Tanker Jones.

I have no intention of trying to name all who helped - you know who you are - but I do have to single out some of the organizers. Stu Robinson (toonie beer), Izzy Zeeb (Saturday dinner), Owen McNeil (Friday dinner), Diana Burandt (prize raffle), Bruce Gibson (ticket sales), Kevin Guerin (breakfasts), PARA (mark setting) and Alan McDonald, Rick Lalonde and Cameron Hastings who all let us use their dinghies for photography and mark setting. Thanks to all who helped in the above tasks.

Thanks to all helpers. A special thank you to Bob Hess for the trophy.



Photo: Bob Hess

Jeff Blundell will be editing the video and stills taken by John Kennedy and Eugene Farrugia. Jeff will put a short video on the website shortly and then work on a longer video for promotion to other clubs. Yes it is our intention to have a Falcon Cup in 2020 and we are working with ABYC and CYC to determine what the format will be. More to follow.

- Alan May



And the parade begins. Photo: R van der Wees



Just getting ready. Photo: R van der Wees



Some are more ready than others. Photo: R van der Wees

**Pride of Baltimore**

Ahh.....



Photos courtesy of Byron Lucas.

## Lightning - Part 2

### *PROTECTING YOUR BOAT*

Why do some boats get a strike and other boats with a higher mast may not? The reason is that there will be multiple stepped leaders over a wide area, similarly there will be several streamers. The steamer nearest to the end of a stepped leader will connect and provide a path. and Kabang! A lightning strike. See Figs 1 & 2.

A typical strike may contain around 30,000 Amps and well over several million volts. That is a lot of energy in one small space. Most of the damage from Lightning is due to fire from the heat generated and to electronics getting 'zapped', as well as several small holes punched through the hull. For a boat, all this energy must be directed to water by the easiest path possible, and not through the hull.

Let's get technical for a moment. To find out the VOLTAGES developed across various junctions or connections in the grounding system in your boat let's look at the formulae:

Voltage = Current X Resistance, or  $V = I \times R$ .

So, for a current of 30,000 Amps and a resistance of only 1 Ohm the voltage over this junction is  $V = 30,000 \times 1$  or 30,000 volts. Similarly, for a really low resistance of one tenth of an Ohm the voltage would still be 3,000 volts.

Let's now look at the POWER generated over this junction. The formulae for WATTS is: Current in Amps (squared) X Resistance, or  $W = I^2 \times R$ .

For our resistance of only 1 ohm we get Watts =  $30,000^2 \times 1$  or 900,000,000 Watts, (instantaneous). Instant fire! This is how lightning can split large oak trees down the middle. Sounds incredible, but true, enough to cause significant damage. For our really low resistance of one tenth of an Ohm we get  $W = I^2 \times R$ , or  $30,000^2 \times .1 = 90,000,000$  Watts. (instantaneous).

So, this shows that the lowest possible amount of electrical resistance is not only desirable, but essential. This also applies to

conductors to bleed the charge back to ground (or water in this case). The best is a solid copper strap of about  $\frac{3}{4}$ " X  $\frac{1}{8}$ ". The next is copper wire of about 0 gauge or 2 gauge. Do not use copper braid as a lightning ground, the heat will vaporize the fine strands. Use a solid copper strap or 0 gauge, or 2 gauge hard drawn copper wire. Or, you can make your own using  $\frac{3}{4}$ " copper tubing flattened with a mallet and drilled for the terminals. The ground strap should have no sharp bends, should not bend more than 90° and should not be routed near the boat's electrical cables, or alongside the hull. This is important since it can cause damage.

All connections should be clean and free of oxidization, sandpaper is good to use here. The idea here is to get as large a surface area as possible. Ring terminals are good if correctly sized to the wire gauge and correctly crimped. Do not use solder – It will be immediately vaporized and blow the wire out of the terminal. Do not use stainless steel washers or components. Conductive paste, such as 'cool amp' is good to use here as it provides a very low resistance.

Aluminum has a higher resistance than copper, so has stainless steel. So, voltages can develop over aluminum to stainless steel joints. Shrouds and stays should receive special attention because stainless steel has a higher electrical resistance than aluminum, so the junction of tangs to the mast can generate heat and cause degradation of the aluminum of the mast. Low electrical resistance over these joints is imperative. Bedding compounds such as polysulfides and silicon can be problematic in that they will have a high resistance. You must ensure that at least one good clean path to ground is available. (Reference the video of the sailboat being struck in Boston harbor, you can see sparks coming from the top of the mast and tangs for the shrouds with bits falling off).

In a sailboat, not only is the mast grounded but all shrouds and stays must be grounded to the same point as the mast.

What about aircraft? What happens when an aircraft is struck by lightning? Lightning usually

strikes an aircraft near the nose and exist near the wingtips or tail. Statistics say the average air liner is struck on average about once a year. Helicopters about ten times per year. If you look closely next time you are up close and personal to an aircraft you will see from the after part of the wing things like a row of pencils sticking out of the trailing edge. These are lightning dissipaters. Lightning comes in, lightning must go out. But what protects the people in the plane? And all the sensitive equipment?

Passengers in aircraft survive. Electronic equipment survives. The CN Tower gets struck multiple times per year. The CN Tower contains some very sensitive electronic equipment that survives. Why? The answer lies with a British scientist who invented the solution in 1836. This was the 'Faraday Cage' invented by Michael Faraday. To demonstrate, Faraday himself went into a metal cage, in front of an audience, while 30,000 volts was applied to the outside of the cage. He was unharmed. The physics were that the cage was well grounded and the electrical charge passed over the outer skin of the cage to ground.

Aircraft have a metal skin which encloses everything. (Faraday Cage). Newer aircraft, such as the Boeing 787 and Airbus, are built completely of composites such as carbon fibre. Although composites are slightly conductive, they are no match for a lightning strike. So, Boeing, and Air Bus, had to incorporate fine metal grids into the carbon fibre throughout the plane to provide an effective Faraday Cage.

If you have a steel or aluminum boat you are OK. On a fiberglass or wooden boat the best Faraday Cage to hide your electronics is the oven or microwave, provided it is well grounded, and that includes the door. Consider adding a new substantial ground for the oven or microwave. If your electronics are concentrated in one area you might consider making your own Faraday cage from mu metal and providing a good clean ground. Heavy duty aluminum foil would do in a pinch.

Ships are very susceptible to lightning strikes. What happens on an oil tanker loaded with gasoline? Ah ha! Thought you would never ask.

I have personal experience on super tankers going through electrical storms. Since tankers are all steel and a strike should be conducted straight to ground (or water), special attention is paid to welds and joints to ensure a clean path to ground. Also special attention is paid to electrical systems and wiring.

Internal vs external ballast in sailboats call for different approaches. Boats with internal ballast don't have the luxury of a big lead keel in contact with the water. So they must provide an easy path for the lightning to exit the hull to the water. This is done by attaching a copper plate to the outside of the hull and providing a connection to the ground strap within the boat by drilling through the hull to provide the connection. Boats with external ballast have the keel bolts to provide an easy solution. However, stainless steel keel bolts set in lead may not offer the best solution. To check, measure the resistance from one keel bolt to another with an ohmmeter. If the resistance is not low, run the ground strap to two or more keel bolts, better still all of them.

Electronics that cannot be placed in the oven or microwave can be given a bit of extra protection by disconnecting the antenna and grounding it. Make sure the equipment has a good ground connection and if possible wrap it in a thin metal sheet such as mu metal. Aluminum foil will work but not the best solution since the strike is actually an EM (electro-magnetic) pulse. Though electronics may work at first after a strike, they may be stressed and fail later. This is because the p-n-p junctions in the microcircuits can partially melt and become weakened. Don't settle your claim with your Insurance Agent until you wait a while and are sure.

## Bonding

Your boat contains more metal parts that you may think of. These metal parts can pick up a side flash or induced voltage that could cause damage, or shock to people. It's good practice in an electrical storm not to touch any metal parts, especially any two metal parts. To prevent this, we use bonding so that every metal object on the boat is tied together with

12 or 10 gauge insulated copper wire. This includes thru hulls, lifelines, wheel, toe rail, metal tanks, etc. Bonding keeps every metal part at an equi-potential. Don't forget to use an external tooth star washer under the nut. New thinking is now to use 6 gauge copper wire for bonding.

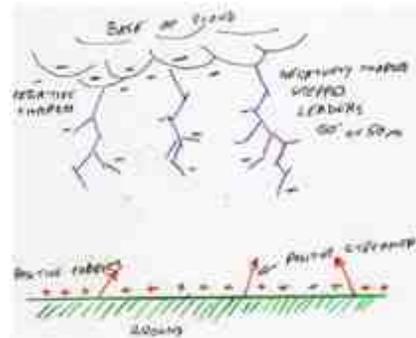
Electronics are notorious for getting zapped. In addition to disconnecting the antenna make sure the chassis of each device is connected to ground through the bonding system.

Most boat electrical systems are grounded on the engine block which in turn grounds through the prop shaft and prop. The engine should also be grounded to the lightning ground. OK, if the engine, prop shaft, and prop are all grounded to water, why can we not use this as the lightning ground? If we look closely at the engine we see it has gaskets and seals, The prop and shaft may have corrosion which will give a high electrical resistance. So this why we use the keel or an external grounding plate.

Instruments are a significant problem. Many contain surface mount electronic components and are very susceptible to damage from static. Even a slight static discharge can punch a hole through a pnp transistorized junction (ESD). Masthead instruments are a significant cause for concern. Many are mounted to the aluminum masthead by using thread locking compounds, which are pretty good insulators. It remains up to you whether you want to use thread locking compounds or get good bonding by using clean metal to metal contacts.

That was a lot of information to swallow, but I hope this has given you some insight into how lightning damage occurs and I hope you may learn some avoidance techniques to save your boat and crew.

- Bill Graham,



## A 'Rum' Experience in Tortolla

Ahh!

Cane Garden Bay. What a delightful place. Palm trees, topical breezes, wavelets lapping on the side of the boat.

A bit tricky getting in, but once in it is gorgeous. After a night of heavy partying at Stanley's Bar and the 'Spark Plug Band'(!), we were content to sleep a bit longer. But, as dawn was just breaking, at 5 A.M. HEE HAW!

HEE HAW! a donkey started braying across the bay, and that woke the roosters up, cocks crowing, also across the bay. Amazing how sound travels across water. Peace shattered at an ungodly hour with donkeys and roosters. Impossible to sleep now. Even so, it was great to be back in the BVI, on our own, (for a while), 44 foot charter boat with very good friends for crew.

Since we were woken up early, after a night of partying and drinking, we had a 'hair of the dog', a nice breakfast, and another drink, then went ashore. As we were walking along a road under the palm trees, we saw a local man. He appeared to be dressed in his 'Sunday Best' but was staggering all over the place. It's a wonder he didn't fall down. He was carrying a Heineken bottle, with a rag stuffed in the top, and was grinning from ear to ear. Oh boy, he looks happy. One thing for sure; he didn't get that drunk at 9 o'clock in the morning on Heineken! He greeted us as we got near, so we said. "Hey mon, what's the occasion?" "Oh, we're going to put an old lady in the ground today, she died". "So why are you so happy if it's a funeral?" He laughed and said. "Maybe it's Caullie's rum, have some, join the party".

Caullie's rum. We've never heard of that one, but it must be good. "That's the rum you were drinking last night at Stanley's Bar. You can get some at the rum factory" he replied. A rum factory! What a good idea. So, we decided, OK, a rum factory. It would be great to visit a rum distillery. OK, where is this rum factory? "It's just down the road and up the mountain".

We found the dirt road. On the way up the dirt road past banana trees and all kinds of tropical fruit trees, we turned around and we could see all of Cane Garden Bay laid out before us, all the anchored boats, and with Jost Van Dyke, Sandy Quay, and in the background, other islands, just beautiful.

Further on up the hill, we saw a very large black pig lying on it's back, in the ditch, with all four legs up in the air. Is it sick? Is it dead? There is definitely something wrong with it. No, I think it's still breathing. Then we saw the other big black pig, lying on the ground, comatose. Oh Oh! Hope it's not contagious. We better find someone and tell them.

Further up the path we saw two young girls washing bottles in a wheelbarrow, (in dirty water), for the distillery, and told them about the pigs. "Oh! them, they are just drunk". They said, "They get into the mash that Mr. Caullwood throws out. Don't worry about them". We chatted for a while and thanked them for doing such a good, hygienic, job washing the bottles.

The distillery didn't look like a distillery, it looked like a broken down collection of old huts, with a big working still in the centre, hissing and steaming, with bits of sugar cane lying all over the place. The still was hissing away with jets of steam escaping from various points. It was fired by sugar cane and used sugar cane. Very efficient, but it looked like it had seen better days as it had dings and dents all over. There was a brass plate on the side that read 'Glasgow 1835'. Hmm, better not get too close.

Inside one of the larger huts we found Mr. Caullwood sitting on a seat like he had been there for years. He didn't want any photographs taken. (The next year we went back and it was \$5 per photograph!). He told us proudly that he had a Royal Charter, signed by Queen Elizabeth, that gave him the right to produce rum on Tortolla without excise duty. Queen Elizabeth did visit the BVI and actually went to Caullwood's Distillery in her younger days. Sure enough, there it was, the Royal Charter framed and mounted above the doorway.

He said that we could take pictures of his 'new still'. "The New still? Where is that", we enquired. That's it, right outside the door, which was the one we saw. "OK, what happened to the old still?" "Oh, it blew up". He said casually. "A long time ago".

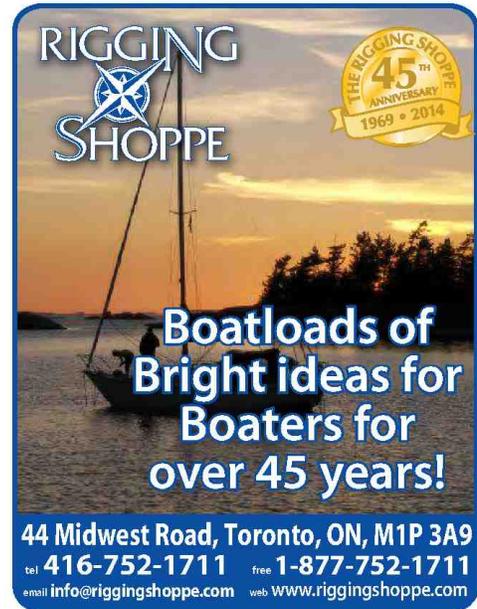
Since we were there we may as well try some of Caullie's rum, so we purchased some. (none of those washed bottles for us!). We ordered a gallon, in a nice new plastic jug.

Back on board our charter boat we tried it. Whew! it must have been about 150 proof, it'll have to be mixed to drink it. Orange juice, pineapple juice. A bit of guava juice and a dash of bitter, and ice. Yum, Yum.

One of our crew, a German girl, who had been brought up on Schnapps, tried it neat and said "Hey, that, is good rum, I'll have another one". But none of us would join her in the neat stuff.

However, cocktails and rum punches – superb! We had planned to sail around Great Camanoe Island to the Baths and then on to the Bitter End that day, but that idea kind of got lost in Caullie's rum. The rest of that day we were kept very happy with Caullie's rum, but we didn't get like the pigs!

- Bill Graham



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## From the Archives

Jim and Maureen Dike have kindly provided some historical material on the growth of the club.....which includes both documents and photos.

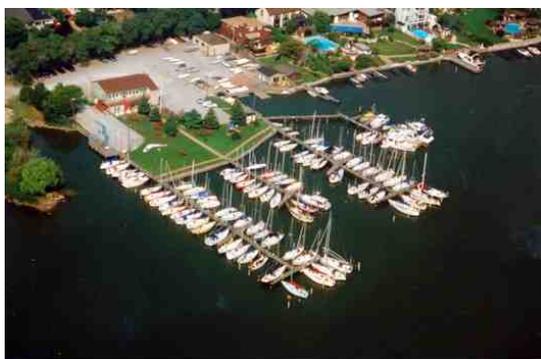
Over the next several issues, the newsletter will include items of potential interest and amusement.



Not a bad looking clubhouse - date unknown



Clubhouse - 1935/38



Aerial view - date unknown. Note the fourth dock.



Banquet - Maple Creek Farm

## Upcoming Events

### Social Events

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

**Saturday, November 9**  
**- Annual Banquet**

### Club Business

Monday, September 9 ( 7:00 pm)  
- Executive Meeting

Monday, September 30 (8:00 pm)  
- General Meeting - Elections

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

### Cruising

Weekend, August 31  
- Bronte Harbour cruise???

### Racing

Thursday, August 22  
- Single hand series begins

Saturday, August 24 (10 am)  
- Pursuit race

Sunday, September 8  
- Fall series begins

Saturday, October 19  
- Frost Bite Race????

### PARA

Tuesday, September 10 (7:00 pm)  
- Executive Meeting

Thursday, October 10 (7:00 pm)  
- Executive Meeting

Available to members or member sponsored guests.

# FOR RENT

For further details and contract terms, contact  
[Steward@fbyc.ca](mailto:Steward@fbyc.ca)

**\$175.00 per event**  
*(includes use of kitchen facilities)*

Additional Services Available:

- Bar (1 or 2 bartenders)
- Post-event cleaning

## Upcoming Duty Officer Shifts

Just a final reminder to members who still have duty hours for this season, the following is the published schedule for the remainder of the season.

This is the **original** schedule from the spring 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

August 20	Red	Graham, William
August 21	Red	Redman, Bryan
August 22	Red	Passafiume, Thomas
August 23	Red	Zoldowski, Konrad
August 24	Green	MacDonald, Alan
August 24	Red	MacDonald, Alan
August 25	Green	Dickson, Glen
August 25	Red	Dickson, Glen
August 26	Red	Mealiffe, Patrick
August 27	Red	Blundell, Jeff
August 28	Red	McNally, Michael
August 29	Red	O'Donnell, Byron
August 30	Red	Zeeb, Karl
August 31	Red	PARA, Care Of
August 31	Green	Stobie, Bob
September 1	Green	Riegert, Dave
September 1	Red	Stephen, Bruce
September 2	Red	Coholan, Aaron
September 2	Green	Steiner, Jeff
September 3	Red	Wood, Tom
September 4	Red	Chin, Mark
September 5	Red	O'Donnell, Byron
September 6	Red	Hughes, Brent
September 7	Green	Walsh, Christine
September 7	Red	Zeeb, Karl
September 8	Red	Richardson, Stephen
September 8	Green	Verwey, Craig
September 9	Red	Brett, Michael
September 10	Red	Vanderkuur, George
September 11	Red	Graham, William
September 12	Red	Skretas, Louie
September 13	Red	Cummings, Samuel
September 14	Green	Cane, Donald
September 14	Red	Mueller, Marcus
September 15	Red	Brazier, Jim
September 15	Green	Yang, Xiyun Edward
September 16	Red	Lucas, Byron
September 17	Red	Riegert, Dave
September 18	Red	Hamel, Richard (Woody)
September 19	Red	Young, Cameron
September 20	Red	Passafiume, Thomas
September 21	Red	Carrier, Denis
September 21	Green	Lippay, Doug
September 22	Green	Zoldowski, Konrad



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Broad Reach Foundation for Youth Leaders presents  
the  
**Jilàsi for Youth Regatta**  
**September 7, 2019**

First across will be the winner of the *Hans Marius Fogh Memorial Trophy!*

**Why?**

This regatta is to celebrate the 4,000+ youth who have participated in developing their life and leadership skills through the sport, science and experience of sailing, as well as the gift of Jilàsi, a beautifully restored Rhodes Offshore 40 that was donated, with great generosity, to Broad Reach by Ms. Edwardh C. M. and Dr. Turrall. Jilàsi is a Mi'kmaq word meaning: *Welcome to an honoured guest.*



**What?**

All funds raised from the regatta will fund the cost of our on-shore and off-shore programs, so they remain free of charge to all participating youth. Please help us create positive impact on kids who really need that help: **the boat whose crew raises the most funds will be presented with the *Jilàsi Philanthropy Cup.***

**Win!**

Be the winner! Create a fundraising team with your crew and share your fundraising goal with friends and family, so they can help your boat raise the funds that will keep our programs free, and make your boat the winner of the **Jilàsi Philanthropy Cup!**



**Registration**

It only takes a few simple steps to register your boat. Complete your information at:

<https://www.yachtscoring.com/emenu.cfm?eID=7336>

The cost of your registration is \$113.00 (taxes in).

**Schedule**

10:15 am – 11:15 am <b>check in at National Yacht Club</b>	11:30 am <b>skippers' meeting</b>
1 pm <b>1<sup>st</sup> warning</b>	3 pm – 5 pm <b>silent auction, music</b> 4 pm – 7 pm <b>awards, BBQ, dessert</b>

**After the Regatta: Food, Music and Fun**

- Score big at our Silent Auction! Browse an unusual selection of original art, sailing equipment and accessories, books, fine wines at prices that will make the L.C.B.O. blush, an assortment of Gift Cards to indulge yourself, your family or friends, and a range of practical or decorative items that will catch your eye.
- Dance, Dance, Dance! Enjoy DJ Floh Back, who will make waves for your fancy feet!
- Ice Cream Truck! Registered racers get their choice free-zed!
- BBQ dinner: Chicken or veggie skewers, corn on the cob, garden salad and potato salad.
- Cookies, desserts, sweet stuff for all.