

SAILPAST

Frenchman's Bay Yacht Club Newsletter
October 2020 Issue



FROM THE EDITOR

Welcome to the October 2020 issue of Sailpast. For those who have hauled out already, hope it went well. For those who are still hoping for a few more days of great autumn sailing, I hope the forecast is kind to you, and that you are rewarded! This month our "Member Profile" features... my family and I. Louie and Sophia are also keeping us updated on their upcoming journey, even though it is delayed until the 2021 season. I've also included a water level report which is published weekly, and is an interesting reference.

On November 1, 2020 the newly elected (and mostly incumbent) Board Members and Committee Chairs begin their new term. Tom Wood will be 'passing the torch' to Chris Viscount, our new RC Fleet. Thanks once again to Tom for his great service, and thanks to the incumbents for continuing to offer your time and efforts in managing the many duties required to keep the club in top form! Best of luck to Chris as RC Fleet! We are still looking for a Treasurer, so Val can pass the torch. If you have financial skills you're willing to offer up, please contact Sam Cummings (past@fbyc.ca), or Ed Fulton (pr@fbyc.ca)

Lastly, if you didn't catch the email notice, Fall Cleanup is Saturday, October 24 starting at 0900.

Mike Rennie

Sailpast Editor (sailpast@fbyc.ca)

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Contact the Editor for graphic and content requirements. (sailpast@fbyc.ca)

Harbour Report

Glen Dickson

We are still working with the City of Pickering on a proposal to clean up the weeds in the bay, beyond just our club. Financially, things look very viable. Politically, it looks positive. Right now our problem is environmental agencies. The Department of Fisheries is our first hurdle, as they aren't really inclined to let us clean up anything but our immediate area. We'll have to see where things take us next year.

In the meantime, we've submitted for cutting permits for next season to keep us moving safely to the lake and back.



We hope to start on the next phase of the service dock rebuild. However, one big problem in our way is the cost and availability of lumber. COVID, as many of you know, has kick-started a renovation boom, and pressure treated lumber is very scarce. Plus, it's double the price we paid on phase one. I'm hopeful that as the winter wears on a bit, outdoor projects will slow and allow us to get what we need at better pricing.

Water to the docks will be turned off Nov 5. Even worse, the hoses are coming off Oct 24th as we've moved clean-up day forward by a week this year.

We are hoping to pull the dinghy dock out of the water on clean-up day, and see how salvageable it is. At the very least, we need to remove the tires and put new flotation on it, be it barrels or something else. Worst case, we'll cut it up. I will need probably 6 volunteers to help with that on the 24th. Byron is bringing the big truck in to assist in lifting and pulling it up by the dinghy ramp.

Slips are tight for next season, and I have a number of boats to move around. Be prepared for changes. They are coming as we try to fill all slips with appropriate sized boats to maximize membership.

Finally, I want to thank a few people.

Louie Skretas for maintaining the dock water system.

Chris Smith for his electrical skills on the new service dock panel.

Alan MacDonald for his countless hours on the new service dock.

Stuart Robinson for many short-notice welding or cutting jobs.

And everyone who pitched in to keep things moving in the strangest of years.

A very strange year of racing...

I, like all of you, hope we never see another year like this one. And I sincerely hope I don't have to write those words again after next season. However, this racing season, while very short, went very 'fast'.

I've often said the annual pursuit race was one of my favourite races. One where you get a chance to race against your peers, and the first one across the finish line is the winner. Regardless of what boat you sail. Your handicap is awarded up front, at the start, so slower boats start before the faster boats, and theoretically, everyone should finish at the same time.

However, to pull it off properly, you need a fairly good breeze to let everybody maximize speed potential, and a pretty close upwind leg to allow for tactics and maneuvers.

That can be difficult to hope for when you only get one pursuit race a season, but in this modified season, we ran some 10 or 12 pursuit races. And while they weren't all epic, any time you do 10 of them, you are bound to get a handful where everything plays out properly to allow for a great finish. And we had some really good racing!

Rampage, benefitting from a number of factors that ticked in our favour, was blessed with great crew and some good luck to pull off a pretty good record of wins and close seconds. Maybe a few thirds, but we don't count those. Ever.

One thing that stood out as really different this year was racing primarily on weekends as opposed to Wednesday nights – I think we only did 5 weeknight races. For some reason this year the weekends saw strong winds and big seas. It's hard to remember any of this boat's 10 seasons with me that saw such monster waves, and with distance racing, that made for very long grinds upwind in 6-8' seas. Almost every trip to Highland Creek was a man vs nature good old ass whuppin'. On one such trip up the mountains heading west Rampage broke a lifeline (who does that?) on the second tack only a half mile from the start. That meant on every starboard tack, right into the 6' waves, Victoria and Stu had to each pick a stanchion to straddle and hang on. Try smiling while that's all that's keeping you on a bucking bronco.

The winds were as big as the waves. Rampage carries a number 3 for use in big air. Typically it gets used once or twice a season. We only started racing mid-August, and that sail was flown in 9 races.

On the last of the fall series round-the-cans races, the winds built so high that one end of our traveller tore the bolts out of the cockpit. After tying it down and tacking to take the load off that side, the other side ripped out. Jeez...how many of you can say you've seen that one? Fortunately, Tsunami II had just completed her own downwind leg from hell wiping out with an asymmetrical up in pretty spectacular fashion, and packed it



in at the leeward mark while they fought to take it down. That gave us the motivation to drop the main and pound back upwind in the big seas under blade alone to finish.

So why do we do it? When the winds are screaming and the waves are huge, why go out at all some of you are asking. Why pound the crap out of crew and boat for over an hour at 6+ knots to travel just 3 miles, soaking wet and exhausted?

For the downwind...That's why we do it. Big air and big waves make for record breaking return trips home. When all the pounding is behind you and it's time to surf back. That's why we do it.

This season Rampage broke her personal best of 10.9 knots, which we did back in 2013, not once, but twice.

In an early pursuit race in mid-August to the Ajax weather mark and back she hit 11.5 surfing home. And just 2 a few weeks ago, after another back-breaking trip to Highland, we hit 11.9 on the TackTik with the tired old blue chute straining at the seams as we surfed down estimated 10 footers back to #1. Steady 9's and 10's, but an 11.9? on a 1982 J24? Not bad at all...

So, even in a drastically shortened Covid-cut season, you can manage to have a ton of fun. For those of you new to the club, or new to sailing, just get out there and do it. Get on a start line with the family or a few buddies. Ask someone at the club to jump on board for a race or 2. Many will take you up on the offer. Or offer to hop on somebody else's boat. Lots are looking for an extra pair of hands. You don't have to know what to do right out of the gate. We'll give you a couple of weeks to become a pro, so no pressure.

A big shout out to my rock star crew this year: Chris Get-That-Chute-Up Viscount, Mark Bowman the Bowman, Mark Did It Chin, Stuart Don't-Fall-In Robinson, John Do-You-Know-How-Old-I-Am Kennedy, and my daughter Victoria Can-I-Drive Dickson, who finally was reduced to racing with her dad. We had a ton of fun, lots of memories, and the repairs weren't too expensive.

Glen Dickson

Rampage



Toronto International Boat Show Cancelled for January 2021

September 28, 2020 (Toronto, ON)

Due to the ongoing concerns surrounding the COVID-19 pandemic, Canadian Boat Shows has made the decision to cancel the 2021 Toronto International Boat Show. It is the Largest Indoor Boat Show in North America. The event was scheduled for January 15 –24 at the Enercare Centre, Exhibition Place. It has never been cancelled in its 62-year history. The next in-person show will now be January 21 –30, 2022. The health and safety of everyone involved with the Toronto Boat Show is our primary concern and has led the contributing factors coming to this decision. “Despite our extensive efforts and multiple plans to provide a safe environment for attendees and exhibitors, we did not feel comfortable proceeding having the current information from

public health and case #'s heading into the fall,” explained Linda Waddell, President/Show Director. “Our primary concern has always been safety. Every exhibitor who has worked with us in the past has experienced our culture of prioritizing a safe environment above everything else.” One of the plans included a COVID FREE Show, where each attendee, exhibitor, supplier and venue staff member would have a Rapid Test prior to entering each day. The concept of creating a “daily bubble” was applauded and well received by Exhibitors. However, it became apparent that the approval of tests by Health Canada and the availability would not meet the Show’s timeline or planning standards, even if the show dates were postponed. “We are disappointed for the exhibitors and attendees who were hoping the show would be held; and will now need to wait until 2022. If there is one thing that COVID is teaching us all, it is the value of face to face,” says Linda Waddell. While large indoor gatherings remain prohibited in Ontario and restrictions expected to be in place for the foreseeable future, prioritizing sufficient notice to exhibitors was also a factor in the decision.

The Toronto Boat Show has been exploring on-line/virtual options, in place of the in-person 2021 Show. There will be a focus on looking to the future, expanding digital and unifying the in-person experience to deliver even more value to the Toronto Boat Show community. Details will follow in the coming months on these initiatives. The Toronto Boat Show is highly regarded as the flagship economic indicator for the boating industry in Canada. More boats are sold here than at any other place or event in the country. Occupying 1 Million square feet of space, with over 1,200 boats on display, 550 exhibitors, 300-plus seminars and workshops, as well as thousands of accessories and services in the marine marketplace. The Show also includes the World’s Largest Indoor Lake, which it builds exclusively each year within the event and holds ten days of programming including: the Indoor Wakeboard Championships, Water Ski Shows, free boat rides, wakeboarding lessons, Sea Flea races, canoe, kayak and paddle board events, remote control boat races and sailing regattas.



Member Profile – A Monthly Sailpast Feature

Mike Rennie & Janice Dickey
Sirius 28 – “Sumfun”

When did you become a member of FBYC?

We joined the club in 2018, and are very pleased with our decision. We were welcomed by many friendly and helpful members right from the beginning.

How long have you been a sailor?

While we did some crewing with friends many years ago, joining FBYC was our first real exposure to sailing our own boat. Our son Addy was very interested in learning to sail as well. During that first season we enlisted Louie Skretas to give us some ‘informal’ on-board training, which greatly increased our confidence and aptitude. Last season Addy and I completed our Basic Cruising Standard course.

Is ‘Sumfun’ your first sailboat?

Yes, and we are pleased with our decision to buy her. We originally planned to start with adult dinghy lessons, but we began researching the used boat market, and one thing led to another. We wanted a boat that was large enough to cruise on, but within our ability level. We couldn’t be happier at the moment! Sumfun is well equipped, and was maintained very well by her previous owners. An interesting fact...she was the last craft to be completed at Vandestadt & McGruer before the doors closed for good at their plant in Owen Sound, Ontario back in the mid 80’s.

How was your 2020 sailing season?

Short but fun. Like all of us, we launched late and dealt with weeds and water levels, but the weather was great for the most part, and we enjoyed many afternoons on the water. At this stage in our sailing ability, our trips are day trips, not overnights – but we enjoy nothing more than a great day on the water! We hope to ‘graduate’ to a few overnights next season.

Any 'boat projects' on the go?

Always. Last year we built stern rail seats and table. This year installed lazyjack and LED interior lighting. Over the winter, planning on new split coupler, dripless shaft seal replacement and new plumbing lines.

As sailors, we all have stories. Share one with us...

When we joined the club, we were still looking for a boat. Eventually we bought Sumfun from Collins Bay Marina in Kingston. The challenge was getting her from Kingston to FBYC. A close sailor friend ‘came to the rescue’ and agreed to accompany me on the voyage. I was blessed with 3 days of good weather and one-on-one training, and Sumfun performed well. Don’t know how we would have managed otherwise!

Is there anything you'd like your fellow FBYC Members to know?

We have two children, Olivia (23) who works in research at Sick Kids, and Addy (21) who is a student at Georgian College in Barrie. Janice and I are both ‘early retired’ and enjoy camping and gardening along with sailing, in the summer months. I am also a musician (guitar and keyboards) and I’m always up for an impromptu ‘jam’!



The Odyssey of Iliad II – COVID Delays the Voyage...



I checked in with Louie and Sophia to get the latest on what they're up to. Here's what they had to say...

After completing many projects over the last few months we feel that Iliad II was more than ready to begin cruising as planned this fall. However, since COVID-19 has determined that we need to wait till next summer we decided we might as well do a few more things to improve the comfort.

Admittedly we are a bit disappointed about the situation, but we are fortunate to be healthy and happy and we realize that there are many worse things than having to delay the start of our trip.

For now the main projects are:

- hauling out and covering the boat
- winterizing everything including the water maker
- adding LED lights in the main saloon and aft cabin (12 more to go)
- adding lights to the hanging lockers and under sinks in heads and galley
- removing a four drawer set and replacing it with a cabinet instead to gain "large item" storage in the galley
- some mast work that will wait till spring

Sailpast will check back in with Louie and Sophia to keep you updated!

PHYSICS TODAY

The Great Lakes are filled to their brims, with no signs of receding

Experts see the fingerprints of climate change on the lakes' record high water levels.

David Kramer

Physics Today **73**, 10, 26 (2020); <https://doi.org/10.1063/PT.3.4589>

Click the link or copy into your browser to read the article:

<https://physicstoday.scitation.org/doi/10.1063/PT.3.4589>

International Lake Ontario - St. Lawrence River Board – Water Level and Flow Report

The average Lake Ontario outflow is expected to be 8,360 m ³ /s to start the coming week, which is the maximum safe navigation flow (Plan 2014 L Limit) that applies at the current level of Lake Ontario. The actual flow during the week may vary depending on conditions in the St. Lawrence River.			
	Week Ending:		Average this time
	Wed, 14 Oct 2020		of the year (c)
Lake Ontario / Lac Ontario			
Actual end of week level:	74.71 (245.11)	74.62 (244.82)	
Computed Plan 2014 Level (a):	74.71 (245.11)		
Computed Pre project Level (b):	75.52 (247.77)		
Weekly Mean Outflow:	7640 (269800)	7350 (259600)	
Weekly Total Supply:	7280 (257100)	6350 (224200)	
Lake St. Lawrence at Long Sault Dam	73.00 (239.50)	73.10 (239.83)	
Weekly Mean Level:			
Lake St. Louis at Pointe-Claire Weekly	21.21 (69.59)	21.12 (69.29)	
Mean Level:			
Montreal Harbour at Jetty #1 Weekly Mean	6.16 (20.21)	6.19 (20.31)	
Level:			
Ottawa River at Carillon Weekly Mean	1820 (64300)	1290 (45600)	
Outflow:			
Preliminary Lake Ontario Outflow for Week	8360 (295200)	7330 (258900)	
Ending Fri, 23 Oct 2020:			
Levels are in metres (feet) IGLD 1985. Supply and flows are in cubic metres (feet) per second m ³ /s (ft ³ /s).			
(a) Levels that would have occurred with strict adherence to Plan 2014.			
(b) Levels that would have occurred had there been no Lake Ontario regulation.			
(c) For comparison purposes, Lake Ontario water level data since 1918 are used to be consistent with those published in the US and Canadian Great Lakes bulletins (http://www.waterlevels.gc.ca/C&A/bulletin-eng.html). Other averages are for the periods as follows: Lake Ontario outflows and levels at Long Sault and Pointe-Claire since 1960; Montreal since 1967; and Ottawa River outflow at Carillon since 1963.			
The regulation plan for Lake Ontario specifies a weekly average outflow from Saturday through the following Friday, inclusive. To provide timely information for the coming week to the hydropower and Seaway operators, and our readers, we complete the regulation plan calculations each Thursday. Our calculations use the data available at the time, which are from the previous seven days (Thursday through Wednesday). Since the two time periods do not exactly coincide, their data are usually slightly different.			
The table shows the actual flow for the week ending Wednesday. It also gives the preliminary flow for the coming week ending Friday. We emphasize that this is the preliminary flow, since unforeseen flow changes may occur after we have issued our notice. When these flow changes occur, they are reflected in the subsequent week's notice.			
Information in this report is compiled from provisional data provided by: Environment & Climate Change Canada, Fisheries and Oceans Canada, Hydro Quebec, Ontario Power Generation Inc, the New York Power Authority, and the U.S. National Ocean and Atmospheric Administration.			
Visit the Board's website at https://ijc.org/en/loslrb to find out more. For all recent outflow changes: https://ijc.org/en/loslrb/watershed/outflow-changes			
To subscribe to the Lake Ontario - St. Lawrence River listserv (stlaw-L@prime.cciw.ca), send a blank email to stlaw-L-subscribe@cciw.ca without anything in the subject line or body of the email message. To unsubscribe, send a blank email to stlaw-L-unsubscribe@cciw.ca without anything in the subject line or body of the email message.			

Where did 'The Green Tug' from 'A' Dock Go?

The vessel formerly known as 'The Green Tug', now known as GRACIE I spent the summer up near Kirkfield with the Steiner family (as in Jeff and Annette). A few weeks ago it was moved through the Trent Severn Waterway by Andrew Barkhouse, Stu Robinson and Commodore Mark Chin, to Peterborough where Bob Hess is about to install a new dinette as requested by the owners.

The Green Tug was an amazing construction project of Andrew Barkhouse, which then made its way to the Steiner family.



Gracie I about to exit Peterborough Lift Lock



Gracie I exiting Lock #20 where it enters Little Lake



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Quick Tips: Winterizing your Boat

Canadian winters can be tough on your boat, so it's really important that you take the time to properly prepare for winter storage and avoid potentially extensive repairs next spring...

If you're new to winter storage, do your research, and reach out to fellow boaters for advice. If you're an old salt, it never hurts to review your checklist so you don't miss anything!

The Editor

[Winterize your engine with a good quality antifreeze. Don't risk a cracked engine block from water in the system.

Empty your water separator to avoid cracking. Nobody needs a bilge flooded with diesel fuel.

Winterize your plumbing with potable water system antifreeze. Empty tanks!

Check your batteries – top up fluids if applicable, and charge adequately.

Check all potential sources of water entry and ensure proper drainage. Avoid cracked and damaged plumbing, seacocks and deck hardware

Ensure your cover and frame is installed correctly, and check it during the winter. Chafing can cause significant damage to fiberglass and hardware.

Create and maintain a log of your winterization process (pictures are great) and note any items you need to take care of in the spring.

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