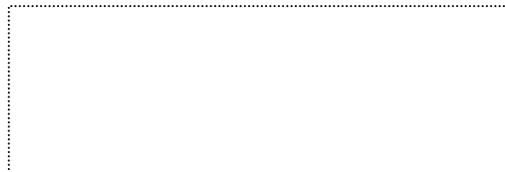




**Thumper crew at Gavan's - Quyon Race July 7/18**  
**L to R - Danielle Seabrook, David O'Sullivan,**  
**Toby Bryant, Annie Martin, Aaron Middleton**  
(Photo courtesy of Jennifer Welcher)

**Britannia Yacht Club**  
2777 Cassels Street  
Ottawa, ON  
K2B 6N6





**From the Bridge**

from – Rob Braden,  
Commodore



**Good Morning from Pinhey's Point**

There is a light SSE breeze swaying the boats at anchor and keeping the heat of the morning sun at bay. It's the 1st morning of Cruise Week and the weather looks like it will cooperate in helping to make it memorable.

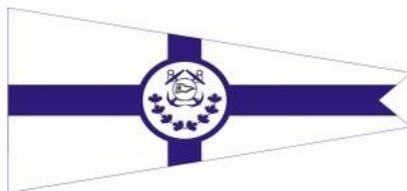
One of the great pleasure of my position is to be called upon for events like the National Capital Regatta to hand out prizes. The NCR is predominately a youth-oriented event, which has been a mainstay of BYC for over 55 years. I was surrounded by youthful faces who were eager to clap for their fellow competitors. Only a few are handed prizes, but all will share in the memories. A tip of the hat goes to Lisa Shishis, the Chair of the NCR and the Youth Director. The NCR was well organized and ran smoothly thanks to Lisa and her team.

That BYC's members so actively support the NCR is,

to me, a sign of a healthy club. And BYC is healthy: membership is growing; the harbour is full; an excellent staff; great food; the grounds look great, more boats coming out to race; more tennis players; and there are 17 boats out for the start of Cruise Week.

Sure we still have a long way to go in repairing our infrastructure, but with an active membership to take on the projects required and a healthy financial picture we are going to get there, it will just take time.

As I sit here drifting around at anchor, I realize that BYC is all about memories. The youth participating in regatta, the volunteers aiding the regatta, the members working on projects which when finished will stand as reminders of their contributions for ever, and of course taking part in Cruise Week, all memories in the making shared with friends at BYC.



**IN MEMORIAM**

**It is with the most profound sadness that we report the death of long-time member**

**WILF PILSWORTH**  
**Monday, July 2, 2018**



**The Board of Directors and Members of Britannia Yacht Club extend their deepest sympathy to his wife Diana, Sons Gregory (Lisa Shishis), Christopher and Bryan (Anne Marie), Grandchildren Griffin Kazmer, Maia Kazmer-Shishis, Zoë Pilsworth, Jack and Henry Pilsworth, and all his many friends.**

**DEADLINE**

**FOR NEXT ISSUE OF**

**FULL & BY**

**SEPTEMBER 15, 2018**

**Britannia Yacht Club**

2777 Cassels Street  
 Ottawa, Ontario K2B 6N6  
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 Fax: (613) 828-5168  
 Email: info@byc.ca  
 Web Site: <http://www.byc.ca>  
 Manager: Paul Moore  
 Accountant: Mark Walton  
 Events Manager: Breanna Gray  
 Harbour Manager: Andrew Furey

**2018 BOARD OF DIRECTORS****FLAG OFFICERS**

**Commodore** Rob Braden  
**Vice Commodore** Al Malo  
**Rear Commodore** Kelly Lyon  
**Fleet Captain** Aaron Middleton

**HONORARY MEMBERS**

**Honorary Secretary**  
 Kevin Bundy  
**Honorary Treasurer**  
 Randy Tivy

**DIRECTORS**

**Director (House & Grounds)**  
 Alan Galley  
**Director (Membership)**  
 TBA  
**Director (Marketing & PR)**  
 TBA  
**Director (Information Technology)**  
 Trevor Pillon  
**Director (Tennis)**  
 Marion Xhigness  
**Director (Youth)**  
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**Past Commodore**  
 John Morrow  
 ♦♦♦♦  
**Honorary Counsel**  
 Doug Noble  
**Club Historian**  
 Beverley Brown  
 ♦♦♦♦

**Full & By** is the official newsletter of the Britannia Yacht Club, and will be published 6 times this year. **Full & By** - definition from *Cruising and Ocean Racing* by Martin, Irving and Others, Volume XV, 1934: "Sailing as close to the wind as possible with every sail full."

**Editor & Publisher:** Joan Yuile  
**Production Coordinator:**  
 Beverley Brown  
**Advertising :** (613) 828-5167

Please submit articles in **unformatted** electronic form in Microsoft Word to [joannbob@rogers.com](mailto:joannbob@rogers.com)

**Typed** or **handwritten** articles should be submitted to the office. All articles must be received by the deadline.

Deadline - next issue **Sep. 15/18**

**HARBOUR REPORT**

by – Al Malo, Vice Commodore



At the Spring Boat Owners' meeting, Rod Miller presented information about entering and leaving the harbour. It seems like it's always good to repeat this message so that we're all on the same page. Remember, this is a guideline for use in our Harbour and would not apply in other circumstances and in no way is a replacement for official regulations. Boats entering the Harbour should give way to boats exiting the Harbour. Once a boat exiting the Harbour has reached the gas dock, the Harbour is very narrow, and their ability to maneuver is very limited. Boats entering the Harbour, in contrast, have much more room to maneuver, hence they are the boats that should keep clear. Some entering boat owners have told me, "but I was committed, I was between the green and red entrance marks." So lets remember what these marks are for. The red marks do mark shallow water and you should avoid going between the reds and the pier. The green marks are there to provide a guide for lining up for your entrance, and there is good water depth on both sides. Don't take my word for it – consult your charts. The reason to line up between the green and red marks is to ensure both entering and exiting boats can see each other. If you see a boat exiting, you have lots of room to circle out of the way by sailing or steaming to the other side of the green marks. Keep circling until all boats have exited – you may have to circle several or more times – patience is a virtue.

Unless your engine has failed, avoid sailing into the Harbour as your ability to maneuver will be limited and if you have a halyard or a

furler jam you may not be able to reduce speed when you need to. Remember that the speed limit in the Harbour is 3 knots – this is slower than most people think. The speed limit is there to ensure the safety and comfort of all harbour users.

We are very fortunate to be able to drive our cars to our moorings but the roadways around the harbour are not speedways. Many members including children walk along the roadways. The speed limit for automobiles on these roadways is 20 kph – please slow down for everyone's safety.

The Lighting project is proceeding. The trial with the sample lights was successful in demonstrating the characteristics we were looking for in the new lights and I received many positive comments from members who visited the west wall of the Inner Harbour to view them. The Club placed the order and we are waiting for the lights to be delivered – approximately a six-week waiting period. Once the lights are delivered, we need to schedule the installation and anticipate some delays as we will be into the busy season for the installation folks. We will start as soon as possible with the goal of being finished by mid November.

Work continues documenting the electrical plant. The main harbour distribution infrastructure as been documented and we are continuing to document the 120-volt distribution panels. All electrical panels are now locked. If you have any electrical problems, please contact the office and quote the post number which is located above the plugs on each post. This will allow the harbour staff to locate and diagnose the problems and take appropriate corrective action.

We have applied to upgrade the power supply to the Bruce Shed. This will include removal of the pole in the parking lot which is showing signs of serious deterioration. This pole has been there for probably more than 50 years and the power line will now be buried. Due to the condition of this pole, this work has been deemed to be urgent and will be undertaken as soon as the final approval is received from Hydro.

The storm of May 4 that I mentioned in my last article, caused significant damage and the House Director and myself have had a good look at the repairs that are needed at the front of the Club. The bridge, or more properly as Mrs. Brown has pointed out, the 'catwalk' to the pier was badly damaged. Some of the railing supports had to be welded back into place but much of the work was related to damage to the wooden deck and railings. Thanks to member Guy Grimard, it was restored and was ready for use when 650 swimmers crossed the bay from NSC to BYC. Without Guy's effort, the repairs would have been much more expensive and likely not completed in such a timely fashion.

Three other projects are required to complete repairs at the front sea wall. The section of the wall immediately in front of the clubhouse that is capped with stone was damaged, and the lack of drainage on the house side of the wall caused damage to the interlocking brick walkway. To repair the wall and mitigate damage in the future, we are reviewing a proposal which would see this wall reinforced with concrete and raised to the level of the sea wall in front of the marquee tent. Drainage would be incorporated on the house side and benches bolted to the inside of the wall instead of on top. This would provide more protection from wave damage and more secure seating.

The section of sea wall nearest the 'catwalk' was also undermined and the cap and railings broken. Thanks again to Guy, the

railings were repaired and reinforced. Plans will be prepared to repair and raise this wall, improve the drainage and install a new railing. Priority will be given to the wall in front of the house and this section of wall will be addressed later.

We will also need to do some work on the pier itself as there are breaks in the concrete and voids that need to be grouted. The parging of the outside of the wall in front of the house also needs to be repaired.

We have installed a pump at the north crane that can be used to wash boats. Please use this area to wash boats not the gas dock. The gas dock stay should be restricted to 15 minutes – the time it takes to fuel, pump out and put water in your tanks. Note that the north crane is used by the dry sailors on Tuesday and Thursday evenings so please avoid washing boats at this time so that the dry sailors can have full use of the crane.

The project to install steel feet on cradles has been a great success and I thank all the members who participated in the Club program to make these cradle modifications. As a result of your participation we were able to achieve economies in the cost of materials and welding which will reduce your cost. We also acquired a new set of tractor forks. Together, these changes will help ensure efficient and safe cradle handling during launch and haulout operations.

The Harbour Manager and his crew were very busy with launch activities early in the season. Most of the boats had been launched by June 15, and we were able to reduce launch activities to once per week on Wednesdays. This allowed the harbour staff to address a long list of maintenance issues. This included many dock and ramp repairs. The staff recovered the anchor post that was lost from the T-Dock and we were able to pin the wall end of this dock to prevent it from swinging. The electrical connection to the on-dock Lighthouse was repaired and the deck was modified to create a guide slot that will keep the toe of the ramp

on the dock. A ramp damaged in last year's storm was repaired and reinstalled and new anchor pins were installed on many of the docks. The dock on the west wall of the Inner Harbour was also repaired replacing a broken steel bracket and a damaged deck section. The staff also spent a lot of time on clean-up activities and the Club property looks great as a result.

In addition to the maintenance that was on the to-do list, there is always the unanticipated. As the boats were pumping out and heading up river for Cruise Week, we encountered a problem with the sewer line carrying the effluent from the pump out. We spent several days digging up sections of the line, patched a broken section, installed cleanouts and snaked the line clean – we're working to restore the sewer to full operation as I'm writing this article.

The weather in June and July was hot, hot, hot! Thanks to Andrew and his crew Dawson, Ari and Dylan and to our volunteers, Guy, Guy and Gary who managed to get all this work done despite the heat.

In August, we will be surveying the harbour walls and the western shoreline to define the infrastructure projects necessary to repair these facilities. If you are a member with engineering or construction experience and expertise related to shoreline management, your input would be appreciated. If you want to provide input on any of these issues, I'm at the Club most days and available to discuss. I can also be reached using this email address [harbourmaster@byc.ca](mailto:harbourmaster@byc.ca)



### HONORARY SECRETARY REPORT

From – Kevin Bundy – Hon.  
Sec.



I have pretty well settled into my new Board position as Honorary Secretary, and what I thought I would do here is give a brief overview of the governing structure of the Club and provide some recent updates and plans.

My most important job is keeping the Board of Directors (BOD) meetings organized and taking the minutes of those meetings. Board minutes are of course a summary of the meeting's discussions and decisions. The approved minutes used to be kept in very thick binders and were made available to members as requested. Of course, these were paper hard copies and the binders had to remain at the Club. With the development of the internet, Board and General Meeting minutes are now posted on our website in the Member section under "Club Documents." Annual General Meeting (AGM) minutes are available here back to 2006. BOD Meeting minutes currently go back to 2014 and I should shortly be adding the BOD minutes from 2009 to 2013. Beyond that you are back to the old dusty thick binders. One important point is that minutes are only posted once they have been approved, usually at the following meeting of the group. For example, AGM minutes are approved by

the membership at the AGM the following year; BOD minutes are approved at the following Board Meeting, usually the next month.

Governing documents are required either by legislation or with the Club's intent to ensure that all Members receive equitable and fair treatment in the use of the Club and its facilities. Our most important governing documents are of course our "Bylaw no. 1" (and there is only the one!) and the Regulations. The Bylaw is generally more a set of rules and procedures outlining how the Board and Club should function, whereas the Regulations provide more specific rules saying what members are to do and what not to do. One word of caution, if you do read them, make sure you are reading the most current versions, which are on our website.

Time and circumstances change and parts of the Bylaw and Regulations have become obsolete or irrelevant and newer needs become apparent. The BOD can propose changes to the Bylaw but they must be confirmed by the membership at a General meeting. The Board does have the power to change and immediately enact new Regulations, but these must still be confirmed at a General meeting otherwise the Regulation is nullified.

So far this year, our Vice Commodore/Harbourmaster, Al Malo, has proposed a number of changes to the Harbour Regulations and has had them approved at the Board level. A major change being the requirement to add tubular steel feet to the bottom of our boat cradles. We also were reminded that there were a set of new Safety Regulations that were approved by the 2013 BOD, but were not proposed to the membership for approval. In addition, a review of the Regulations by the Governance Advisory Committee has identified a number that appear to be obsolete or needing updating. All these need to be collected and proposed to the membership for approval - likely at the next AGM.

The next level of governance after the Regulations is Policies.

Policies are usually made as a requirement of law (such as having a Workplace Harassment Policy) or are specific interpretations of Regulations, such as our Abandoned Boat Policy. Policies only require BOD approval. What I have found is that for various reasons, there are policies that have been approved, but they have not been distributed to the membership. So far I have collected the following 5 and will have them posted on our website.

- Workplace Harassment Policy (2009) – *under review*
- Privacy Policy (2013) – *under review*
- Policy on the Limitation of Repeated Inappropriate Behavior by BYC Members (2016)
- Policy limiting unauthorized structures on BYC property (2015)
- Abandoned Boat Policy (2011)

You are encouraged to read them and if you have any comments or suggestions please forward them to me ([honorarysecretary@byc.ca](mailto:honorarysecretary@byc.ca)). Also, please let me know if you know the whereabouts of any other BYC policies.

There are a number of other policies that we should have and the Governance Advisory Committee is working on them. The GAC will provide finished copies to the Board for approval and I will advise the membership once they are approved.

I hope I haven't confused you on these and I would be happy to discuss any part of it with you, just let me know.

See you on the water!

### House & Grounds Report

From - Alan Galley, Director



There are several outstanding H&G issues that will be discussed during a Board meeting July 25. These include ongoing plans to renovate the playground, for which I submitted a number of options and

funding levels for Board discussion and approval. With the stringent CSA guidelines in place for non-residential play areas any modifications will have to include modifying the play area to include a 50cm pad of modified wood chips. This will minimize the possibility of injuries due to falling off the play structures and allow easier access for persons with disabilities. I hope to have approval this July to move forward.

The ongoing kitchen renovations are almost complete, and the BYC have done an amazing job in working around it during a very busy summer season. As you are aware, the Sunset Room has been cleared and is now set up for dining. There will be times when it has to be used for temporary storage, especially when wedding parties rent their own furniture for the banquet room.

At the same time there are other major issues that need to be taken care of in the near future -

1. **Front Entrance:** The completion of landscaping of the front entrance and what this will entail is still a matter of debate by the Board. Much of the discussion is whether to include a throughway from the street. In the meantime, the Club Manager has gone ahead on his own initiative (with H&G blessing) and had a paved ramp to the front door put in place, and has had the old tennis surface "blackened" in order to be more visually pleasing. The planters will remain in place, and the remaining parking to be for persons with disabled parking<sup>4</sup>. passes. The exception will be one spot for short term

drop-offs and deliveries. The remainder of the gravelled area has been covered with river stone and will have a series of planters along the east wall until a permanent solution is agreed upon.

2. **Outer harbour wall, bridge and pier:** H&G is coordinating with Al Malo's (Harbourmaster) initiative to<sup>5</sup> modify and strengthen the outer harbour wall area along the clubhouse west wall and further along to the bridge. This area is seeing continued and accelerated deterioration due to increased frequency of violent windstorms, especially during spring flooding. BYC member **Guy Grimard** has taken the lead in developing plans and cost estimates. H&G will be responsible for re-landscaping behind the harbour wall project and a new drainage system along the clubhouse west wall patio.

3. As a first step Guy Grimard single-handedly repaired the pier bridge so it can be once more safely used. We are making longer term plans for more permanent replacement and reinforcement of this structure, which takes a beating during high water and winds.

These modifications will be done in a series of stages, *all of which will require some dedicated volunteer time on the part of the members*. I recently picked up the 125<sup>th</sup> BYC Anniversary volume, and was reminded on how many of the major projects over the lifetime of the club were completed through the dedicated volunteering of the membership. We are aiming to complete the Stage 1 harbour wall elevation and improved drainage the first week of August. Guy will be setting up a 4 day timetable with descriptions of work required for each day so that volunteers can sign up for work within their comfort level. I would very much appreciate it if we can have a day of your precious summer time to complete this essential project. I will confirm the dates soon with a direct request for volunteers.

4. **Spring storm damage:** There are still some hangovers from the spring storm damage around the clubhouse

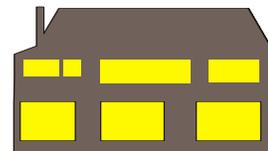
perimeter that have to be addressed. The main one of these is to install concrete footings below the framework holding up the main marquis and the north wall awning. I will be looking for a day of volunteering for these tasks in late summer/early fall.<sup>4</sup>

5. **Goose control:** The Club Manager has been investigating ways to have the BYC goose population move on to other summer grounds. We have received a report from a company specializing in convincing geese to look for greener, more tranquil pastures, but the solution is not cheap, and will take more than one season for any chance of success. I hope to see something approved during the July 25 Board Meeting so we can implement some sort of long term solution.

6. **Harbour pergolas:** During the spring there was interest shown in constructing a number of pergolas along the harbour perimeter that could be used by groups of boat owners. This idea is not dead, but has been placed on a list of priorities in which there are still a number of projects previously initiated that have to be completed, plus recent infrastructure issues. I will put together a précis of the ideas and concerns to date to circulate to the members for a Fall issue of Full and By.

I would like to thank Paul Moore and the BYC staff for the great job they have been doing this summer season. Paul has been very flexible in supporting and implementing all the unexpected things that come up over the season in order that the house and grounds continue to improve in appearance.

Finally, please contact myself or any of the H&G Committee members if you have other issues you would like to see remedied by House and Grounds. We will of course respond to any of your concerns and ensure they are treated seriously.



## IT Report

by - Trevor Pillon, Director



After a far too long delay, the Buy & Sell Section is returning to BYC.ca! We are in the process of implementing a new self-serve Buy & Sell system on the website. This will allow BYC members to post and manage their own classifieds-style ads. But before we go live with the new system, we need you to try it out, populate some real ads and provide feedback. Please give it a try and let us know what you think.

The new beta version of the Buy & Sell section is accessible under the Members menu of the website. Anyone can view the ads but in order to post one, you must register with a username (publicly visible to anyone who views your ad) and your real name in order to validate BYC membership (will not be displayed in the ad). This login will allow you to edit or delete your ad at any time. Before any ad is published it is first reviewed by a volunteer committee member, so please be patient. The goal is to have all submissions reviewed within 24 hours but part of this beta test will be to evaluate the workload and set expectations accordingly.

Once the bugs are worked out the Buy & Sell section will get greater prominence on the website

and posted ads will reach a wider audience but, until then, please help us out by adding some content and providing any and all feedback to [webmaster@byc.ca](mailto:webmaster@byc.ca). If this system proves to be robust and reliable enough for the Buy & Sell section, I hope we can implement something similar for a Crew Bank database in the near future.

With the fantastic sailing weather over the last few weeks, non-urgent work has slowed a bit as it tends to do over the summer. We are lining up new projects for the off-season: webcams, club displays and other little jobs. We need to do a review of club policies for privacy and other IT-related matters. We are also looking into an ongoing project to get more of BYC's history accessible online. To this end we are looking for people to help digitize old documents and photos, as well as people who can help provide information about them. If you are interested in these or any other IT-related projects, everyone is welcome to join the BYC IT committee. For more information, please contact [IT@byc.ca](mailto:IT@byc.ca)



## Tennis Report

from - Marion Xhigness, Director



Wow, what a season we seem to be having, the spring seemed to get off to a slow start, and then summer hit and the heat and humidity seem to be here to stay. But don't knock it, as I over heard someone say "we pay a lot for these temperatures in January."

What has been happening around the tennis courts:

**Junior Lessons** were another huge success in their second year - so many kids took part we could hardly contain them on the courts. Thanks

to all those who manned/womanned the BBQ

**Senior Lessons** - also well attended by new members and members new to tennis

**Pickleball** - the numbers just keep on growing

**Tucker Rodger Tournaments** - Tennis and Pickleball both bigger and better than last year.

French Open **Cafe au Lait and Croissants** & Wimbledon

**Strawberries and Cream** continue to be as popular as ever, although if neither Roger or Rafa are in the final the cheering is not quite as loud.

**Spring and Summer Series** - Tuesday Tennis "Race Nights" as popular as ever - hard to believe these have been on the schedule for 4 years already!

Our "Fall Series", the **Club Championship Tournament**, which is open to all members will begin in August and continue until matches are completed, no later than September 15, please. Sign-up began July 1, and closes August 1. Draw Sheets are on the Outdoor Tennis Bulletin Board near the Tennis & Pickleball shed; Round Robin format of self organized Pro Set matches can begin right away with all matches to be completed by September 15.

Important Dates coming up - we just don't know exactly when:

**Tennis Court Repairs** could be happening anytime now, and they should take 5 to 7 consecutive dry days.

**Tennis AGM** will be coming up in September, date TBD, so start thinking of any feedback you may want to pass along - do we need more pickleball lines; do we need more *insert subject here*; and you might even consider joining the Tennis Committee.

Hope to see you on the courts!



# The Nominating Committee is SEEKING CANDIDATES FOR NOMINATION TO THE 2019 BOARD OF DIRECTORS

August 1, 2018

The Nominating Committee is actively seeking candidates for nomination to vacancies on the **2019 Board of Directors**. In accordance with the By-law, eligibility for candidature is as follows:

- (a) Be at least eighteen (18) years of age.
- (b) Be a voting member in good standing of the Club.
- (c) Be neither mentally incompetent nor an undischarged bankrupt;
- (d) Not be an employee of the Club.

**Deadline for an expression of interest to be included in the slate, prepared by the Nominating Committee, is Friday, AUGUST 31.**

If you are interested, please provide the Committee with the following by the above date:

- a) A biographical sketch of 25 to 50 words, written in the first person.
- b) Your background and any preference for the specific portfolio.
- c) An indication of what you foresee you might want to achieve in your second year on the Board (the first year being more of an apprenticeship).
- d) What your platform would be, and your rationale for selection for nomination.

As well, if you know someone you feel would be a good candidate, we would be most interested in receiving your recommendation.

We look forward to receiving many replies and encourage anyone interested to let us know. Just get in touch with me or any member of the Nominating Committee -

D'Arcy Craig (Chair)  
Tom Clairmont  
Angela Hussey  
Sean Johnston  
Malcolm McHattie  
Guy Perrin

D'Arcy Craig  
Chairman, 2019 Nominating Committee

**BYC ANNUAL GOLF TOURNAMENT**  
**& Steak Dinner**  
**Monday, August 20, 2018**

*Fun for all skill levels* *Prizes!*

**At the Stittsville Golf Course (formerly the GlenMar)**  
**7967 Fernbank Road, Stittsville, KOA 1B0**

**Golf (including cart) followed by Dinner at BYC : \$65.00 +HST**  
**Dinner only: \$20.00 +HST**

**11:00am: Registration and Chipping Contest for Prizes**  
**12:00pm: Shotgun Start, Scramble Format**  
**6:00pm: Cocktails BYC followed by BBQ Steak Dinner at 7:00pm**

**Guests Welcome!**

Reserve as foursomes or individuals at  
 613-828-5167 or info@byc.ca  
 Britannia Yacht Club, 2777 Cassels Street  
 Ottawa ON K2B 6N6




*Britannia Yacht Club's presents*  
**Maritime Lobster Dinner**



**Friday, August 24, 2018**  
 Cocktails at 6pm - Dinner at 7pm

*Great food, entertainment & down east fun!*

**More information to come!**

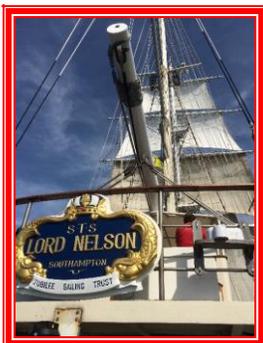
Menu  
 Whole Fresh Lobster  
 Potato Salad  
 Blueberry Buckle

To reserve call the office 613-828-5167 or email info@byc.ca

## The Jubilee Sailing Trust: Persons with disabilities learning to sail a tall ship

Doreen Ames and Alan Galley  
National Capital Able Sail Association

During August 2017 we had an opportunity to join the British tall ship STS Lord Nelson for an eight day sail from Quebec City to Cornerbrook, NL. The Lord Nelson is a fully rigged three masted ship that is one of two in the world that takes on persons with disabilities as crew. While the Lord Nelson plied the Atlantic during 2017, the Tenacious tall ship was in the South Pacific. The Jubilee Sailing Trust is based out of Southampton UK, and each year advertises a number of opportunities to learn how to sail a tall ship in cruises that range from 1 to 40 days.



Our ship took up to 40 persons with a permanent crew of eleven (Captain, three Mates, Bosun, 2 Bosun's Mates, Cook, Cook's Mate, Engineer and Assistant Engineer). Persons with disabilities are commonly accompanied by a companion but it is not obligatory unless they are wheelchair-bound. We had father-son, aunt-niece, partners and friends paired together. The sleeping arrangements are comfortable bunk-style with two to a sleeping cubby, which are curtained off from the two fore and aft companionways. And of course, there is a pub on board for sitting around in the evening swapping stories – unless you were on watch.

The paying crew (us) are divided into four watches that rotate in time over each 24 hours. There are four watch teams divided into two aft and two forward teams that also rotate to learn different skills and many opportunities to all work together hand over hand. These include setting and furling sails, standing bridge watch, conning the ship, mess duty and cleaning the ship top to bottom on a regular basis. Many friendships grow onboard. For some reason they didn't allow us to navigate.

You don't realize what an incredibly complex machine a three master is until you have to figure out the sets of halyards, sheets and xxx for course, topsail and t'gallant sails for two masts plus, halyards for four sets of jibs, fore and main staysails and the gaffed spanker. Our captain used a model wooden ship to explain the manoeuvre we were going to do. Thanks heaven for the mates who supervised setting and furling of each set of sails! We are definitely not used to this type of boat handling on a sloop-rigged keelboat or having to also heave around the yardarms as well as sheet in the sails in order to take advantage of beam winds. Each set of lines are incredibly heavy and take a good dozen people to heave sails up and swivel the yardarms around to trim the sails. Some days I couldn't believe we were paying to do it!

Helming the boat was fun, but a challenge as you learned to use both the rudder angle meter and compass to steer. There was no fooling the watch officer as to your skills at the wheel when all they had to do was look back at the serpent-like wake following the ship.

One highlight of the trip was leaving Quebec City on a glorious sunny day along with 18 other tall ships celebrating the 150<sup>th</sup> and 350<sup>th</sup> anniversaries of Canada and Quebec, respectively. All the ships, from schooners (the Bluenose), two and three masted brigs (including the Bytown Brigantine's Fair Jeanne and Blackjack) to 5 masted clippers, and even a Spanish galleon all left harbour. We motored up the river past the old city of Quebec, and then set sail to head down the St Lawrence River for various ports of call. The Quebec City shores were lined with people watching. A close-up view of the Bluenose setting sail and leaving every other boat in its wake was something else. Alan was on the first night watch from 4am until 8am and had the joy of seeing the Spanish galleon emerge with the dawn off our starboard bow. Talk about taking you back in time!

One of our biggest thrills and feeling of accomplishment was heading up the shrouds to the maintop platform. Those with two "sort-of-working" legs, climbed the rigging on their own steam with the help of the bosun and his mates placing errant feet on the right rope. A few in wheelchairs were hoisted up to enjoy the spectacular views and looked down at their own will. Some of the daring companions and crew climbed out on the yardarms to furl the main course, which was a wonderful photo opportunity for us on the deck as the winds and seas were a bit frisky.

Learning to anchor and leave harbour under sail made you feel like you were really learning to handle the ship, especially when we sailed off the anchor at Port au Basque, NL in a gale force wind. The second last day had us under full sail in +30 knot winds entering the Bay of Islands with the deck the angle of a roof. Definitely a workout for the wheelchair brakes. What I love about sailing is that there is always something to hang onto when the boat is listing.

For those of us looking for a very unique experience in hands-on sailing and making some great friends from around the world along the way, this is a very worthwhile trip to make. If interested contact: <http://jst.org.uk/voyage> to find out the sailing times and cruise schedules. Arrrgh!

**FROM THE ARCHIVES**

from – Beverley Brown  
Club Historian



In 1902 Thomas Ahearn extended the Ottawa streetcar line all the way to Britannia Park. Then, at the Park, he built a long pier out into the lake to be a tourist attraction. In those happy years before WW1 the residents of the city loved to hop on the streetcar to go out into the country for swimming, band concerts and picnics. He then made an arrangement with the Britannia Boating Club to add another 150 feet on the pier to extend it out into the deeper water and to build a beautiful boathouse at the end. When that was done he turned it over to the Britannia Boating Club.

It was a large three-story building with storage for canoes and small boats on the first floor, a space for social functions on the second floor and rooms to rent to club members on the top floor. Construction was started in 1905 and was to

open in the spring of 1906. However, Mother Nature had a different plan for the club. In April when the ice was leaving the lake there was a strong west wind which drove piles of ice up the front of the pier and removed the whole west side of the not yet opened clubhouse. The planned opening had to be delayed while the building was being rebuilt. It finally opened with great flare on June 6,

This new facility had mooring spaces behind the pier for the larger boats and space inside for the racing canoes that were so popular at that time. Some boats remained behind at the old club - now our present and only club - but all social activities moved to the new spot. There were about 2000 members at this time and people enjoyed dances and excursions up the river on the steamer G.B. Greene which docked right beside the club. Many Canadian Canoe Association Regattas were held here and several Canadian Championships. Life was good for the next twelve years.

On the afternoon of August 29, 1918, fire was noticed coming from the roof of the club. There were a few junior and fewer senior members around at the time. They did their best with buckets to smother the flames. The firemen arrived but were unable to save the club. The few members who were there set free all the boats which were moored behind the pier so that

they would drift ashore and be saved from the flames. Lost in the fire were all the trophies, some pictures and minutes of meetings and all the canoes stored inside.

At the time the cause of the fire was not determined but it was thought to have started by careless smoking up on the third floor. The next day nothing remained but a pile of smoking and charred lumber. All activities returned to the present club and we have operated out of this building ever since. At one point it was suggested that the present club be put on a barge and floated over to the pier at the park and be hoisted up onto the pier. Obviously, nothing ever came of that idea.

**Please welcome Juliette Morrow**  
 June 30, 2018, at 7:50AM.  
 She weighed in at 6 lbs 12 oz.



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(2)

**SOCIAL CALENDAR**

**August 3** Worth It  
**August 10** Acoustic Shooters  
**August 17** Fastlane  
**August 24** Hands of Time  
**August 31** Simon Clarke  
**Sept. 7** Snap, Crackle and Pop  
**Sept. 14** Sonic Blue  
**Sept. 21** Roxie Swan  
**Sept. 28** Ottawa Rube Band

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# Between the Sheets

## NEWS FOR BOATERS - RACERS AND CRUISERS August-September 2018

" Sailor's Dictionary: A Zephyr is a warm, pleasant breeze named after the mythical Greek god of wishful thinking, false hopes, and unreliable forecasts." – **Curmudgeon's observation**

### DON'T FORGET

<b>BASKIN'S ODD COUPLE RACE</b> .....	Sat. Aug. 4
<b>BYC BASKIN'S WEEKEND</b>	Sat-Mon Aug4-6
<b>JOINING STONY POINT RACE</b>	Sun Aug 12
<b>STAN CARSON MEMORIAL FAMILY</b>	Sat Aug 18
<b>WOMEN'S INTERCLUB UP-RIVER</b>	Sun Aug 19
<b>BYC/NSC SINGLEHANDED KEELBOAG</b>	Sat Aug 25
<b>QUEEN'S PARK SERIES RACE #2 (ILD)</b>	Sun Aug 26
<b>ARMITAGE RACE</b>	Sat Sept 1
<b>BYC BASKIN'S WEEKEND</b>	Sat-Mon Sept 1-3
<b>BYC FALL SAILORS' MEETING</b>	Tues Sept 4
<b>100 MILE RACE</b>	Fri Sept 7
<b>SAILBOARD OPEN REGATTA</b>	Sat Sept 8
<b>C&amp;C 27 REGATTA (ONT. CHAMPS)</b>	Fri/Sat Sept 14/15
<b>QUEEN'S PARK SERIES RACE #3 (ILD)</b>	Sun Sep 16
<b>FALL 50 MILE RACE</b>	Sat Sept 29

### Fleet Captain's Report

from – Aaron Middleton



**L**ike many other years, summer comes in with a bang! The first major heat wave of the year certainly made being on the water appealing. We had great attendance at many of our on the water events including, Cruise Week where we had over 19 boats involved; our new RUST CUP Wednesday afternoon series has 18 boats registered and growing, and the Thursday evening C&C One Design InterClub fleet has grown to be 17 large with at least 5 new boats joining in late spring! This is turning out to be a great year to be on the water!

BYC hosted the 2018 Laser Masters Inland Championship early in June and our Britannia Cup fun event was held the Friday night. Both were on Commodore's weekend that also included the Tucker Rodgers fun regatta; the Commodore's BBQ and Sailpast.

The Club was buzzing and incredibly busy. It was a great weekend! A special thanks to all the regatta chairs, volunteers and race committees who made these events possible. We also need to thank the club staff who did an amazing job delivering all the on-shore food and facilities.

We also hosted the 2018 Bob Yuile Memorial National Capital Regatta in mid-July, with 70 boats participating across 8 fleets! What an amazing turn out! Again, a big thanks to the regatta chair, volunteers and Race Committees and our staff for another great weekend!

Youth sailing is well underway and it is great to see our upcoming sailors out on the water. We are constantly looking for volunteers to take juniors out on keelboat race nights. If you would like to volunteer, please let [youth@byc.ca](mailto:youth@byc.ca) know! Also remember when encountering these young sailors out on the water or in the harbour, to please give way as they are just learning to sail and have right of way when coming in and out of the harbour under sail.

We have a jam packed late summer of weekend and weekday events, including the second and third Queen's Park Series races, Baskin's weekends, Women's interclub up-river race, C&C Regatta and more! Let's hope the water doesn't get too low and we can continue to get on the water!

With something happening every weekend going into the fall I urge folks to visit our website and check out this year's calendar, notices and 2018 Sailing Instructions, all of which are now updated regularly. You can also follow up with your fleet representative at their new email addresses.

Just a reminder that scoring inquiries and protests via email and long-distance finish times via email or the NSC/BYC online forms. We also have a beta club racing registration form available electronically and work is progressing on an electronic crew bank. In the meantime, there is a pile of interested racers on the crew bank board above the bookcase in the Dragon Lounge.

As Fleet Captain I am here to represent the entire fleet (you) and am happy to hear new ideas and answer questions to help you and others to make the most of and enjoy our 2018 on-the-water season!



## CLASS 5 NEWS

by – David O’Sullivan, Class 5 Rep.



**H**appy Summer Class 5!!!

The season is well under way and lots of exciting racing has already happened! Check the latest scoring results for the top 3 trophy races - PHRF LO, BYC Long Distance Series and the Kelpie Cup!

The RaceQs app is being used by many but it would be even better if everyone used this free software I encourage all of you to give it a try!

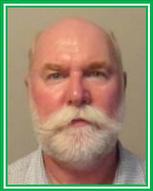
As always, if you have questions or concerns about our Class, or if you need assistance or advice in getting started, please contact me via email or in person. I can be reached at [class5rep@byc.ca](mailto:class5rep@byc.ca) or you can find me around the Club or on Thumper.

Happy sailing!



## CLASS 8 REPORT

by – Brian Williamson, Class 8 Rep.



**J**ust a short report for Class 8 (Div 3) to remind above d the world that BYC boats are still active in this fleet. After a short high water delay, the Class 8 spring season kicked off on June 5 to complete a four race series, and the summer series is now proceeding with two races to date.

Class 8 this year has three BYC boats racing, all continuing regulars from last year:

- Moon Beam, who won the runner-up spot on the interclub podium (2<sup>nd</sup> place) for the Spring series
- Skylark
- Carpe Diem

This represents 3 BYC boats out of 13 racing in the fleet – a modest presence, but one that has grown from a few years ago when we had only a single boat representing

BYC. We'd welcome any past Class 8 boats or other new entries to join us on Tuesday evenings to fill out the fleet even more.

Good luck to all Class 8 boats for the rest of the racing season – see you on the course.

## SAILS SALES

by- Mohamed H. Fahmy, C&C 27 Rep.



**W**hether you are a C&C 27 owner or an owner of any other sailing boat class, sooner or later, you shall face the need to buy new or “newer” sails. Unfortunately, like any other thing in life, sails grow older, show wrinkles, lose their efficiency and eventually die. Some may have other careers as bags, covers, etc. but most end in landfills.

Since I started racing a C&C 27, I have dealt with some of the most renowned and obscure sail makers in North America. My experience was mostly positive. In this article I shall list (in no specific order) the sail lofts that I dealt with, my experience with them and others that are available for us here in Canada.

My first experience buying new sails was with Doyle sails. I bought a No.2 for my first boat Caroline, and a No.1 for Kokopelli. The No.2 is long gone with the boat but the No.1 is still going strong, but I use it much less now. Doyle builds good Dacron sails, but I never tried them with other cloth material.

The advantage of dealing with Doyle sails is that the loft is here in Ottawa and Rick, the owner, can come and take the right measurements and make sure that the sail fits properly. In addition, he is nearby for any service of his sail or any other sail. Rick’s phone number is 613-832-3456.

My second experience was with Evolution Sails in Toronto. I tried the one in Montreal first after a strong recommendation from my friend the late Bob Yuile, but the owner there did not care to send me a quote even after repeated requests, she lost me as a client forever. If you want to try your luck the number is 438-887-9845.

The No.1 sail for Kokopelli that I got from Evolution Toronto, a Mylar composite, is still in use for Monday Women’s racing. It’s started showing its age especially the foot part but otherwise is still holding its shape nicely. Because the patch to protect the leech from the spreader was placed slightly higher than it should, a tear occurred, and they fixed it free of charge. So I recommend them for quality and service, they can be reached at 416-503-1931.

My next purchases were from UK sails in Toronto. I bought a mainsail and a No.2, both tape-driven Mylar. The main is still being used this season, probably for the last time; the leech is starting to disintegrate. I ordered and received a new mainsail again from UK Sails since I was so

impressed with my first. It will show the light late this season for the C&C Championship (or maybe before).

I wish I could say the same for the No.2 I bought from UK Sails. It was a "hate from the first race." The sail was poorly cut, and no way could I point the boat into the wind. Every race I hated it more until I finally decided that my sanity is more important than money. I did actually order a new No 2 but by chance the late Brian Chapman was at the club and I told him how I hated his sail. He raised it and agreed with me that it was horrible. He offered to have it re-cut and improved, but one can't revive the dead, I still hate it and always pray that I don't need to use it. Unfortunately, Brian Chapman passed away last year but I am sure his successor will keep the high standard of quality; UK can be reached at 416-915-9134.

Mike O'Sullivan has always bought his sails from North Sails and told me that they are the best (that is why he always won). He tried other sail makers lately but returned to North Sails. I thought I should try them, and who knows, I may be able to catch up with him. So, I ordered a No.1 and must admit it has been the best I have had so far. Mike decided that he can't be challenged by me so he retired (wishful thinking of course). He left Thumper with his kid. I don't feel it is right to beat a kid my son's age, so Thumper continues to win (perfect excuse). North Sails are not cheap but are worth every cent, the loft in Toronto can be reached at 416-259-9644.

The No.2 I ordered to replace the disastrous one from UK sails was with a west coast company in Victoria, BC. After recommendations from David Burke, who equipped his boat with a full set of sails from them, I decided to try them out. The No.2 was downgraded to No.3 when I hoped that the re-cutting of the No.2 might improve it.

The company is Precision Sails. It can be reached at 888-958-5638. My disappointment was that instead of making me a 110% sail as I ordered, they made it 115%. However, after trying the sail, I liked it and the 5% difference can be compensated with one extra heavyweight crew. The difference in cost of No.2 and No.3 was enough to get me a spinnaker as well. A nice solid red spinnaker that will be displayed soon.

Apparently there is also Lee Sails from China that has lofts in several Provinces in Canada. In Toronto they can be reached at: 416-414-4968; 905-827-8879. I have no experience dealing with them. Nor do I have with Far East Sail Makers, [sails@fareastsails.com](mailto:sails@fareastsails.com).

The experience I have with an American sail maker was with FX Sails in North Carolina. Many of the C&C 27s, including Abracadabra, Firefly, and other classes bought from this company that exports freely to Canada. The sails are very good and most importantly, not expensive. One can get a quote simply by logging into their site or call 888-946-8242. Sometimes Canadian customers have to pay duties and sale taxes some other times they don't. It all depend on how the customs officer started his day!

I have bought used spinnakers from Florida for myself and for several fellow sailors at Britannia. Unlike foresails and mainsails that need to fit the boat precisely, once one knows the luff and girth measurements of the spinnaker, it is easy to find many good quality spinnakers at lofts such

as Masthead Sailing Gears, 800-783-6953, and Atlantic Sail Traders, 800-946-3800. Those lofts grade the spinnakers according to quality and they are always accurate. Remember, sails can survive hurricanes, most boats don't. So, expect a flood of sails after hurricanes. All sail traders in the USA ship to Canada.

A final note. Prices of new sails are like airline tickets, they vary with the seasons. If you order during the high season, which is the sailing season, expect to pay full price. The wise thing to do is to know what you'll need well ahead of time and wait for the sales. I was told that the mark-up on sails is about 40%, so bargain, bargain, bargain until they are tired of you and think you are the cheapest sailor that ever existed.



## LASER FLEET NEWS

by –Andrew Fraser (Director)



It was a double header of action from June 8 to 10 at Britannia Yacht Club in Ottawa. The organizing committee worked tirelessly to host the one-evening Britannia Cup and two-day Laser Masters Inland Championship thinking that putting on good events will help to secure the 2020 Canadian Masters. The combined events were a great draw pulling sailors from Ontario, Quebec, BC, Vermont, NH, New Brunswick and Wisconsin. The Britannia Cup saw 34 boats compete over six short races for a chance to drink beer from the treasured cup. The moderate shifty evening breeze produced tight racing with Al Clarke dominating with four bullets. Ray Davies and Andrew Fraser rounded out the top three with only one point separating them. The evening was capped off with sponsored craft beer, live music, blue blazers and a beautiful sunset.

Racing intensified on Saturday with the start of the Inland Masters' Championship. Lac Deschênes produced variable conditions which had competitors hiking at times and cramped in their boats at others. Six longer races were run with consistency being a key element to success as the wind gods frequently changed their minds. 2017 World champ and runner up, Al Clarke and Andy Roy showed the 38 competitors their tricks taking 1<sup>st</sup> and 2<sup>nd</sup>. Local boy John Brooman finished strong on Sunday rounding out the top three. Competitors were again treated to live music at the Club, more beer dock-side and a steak BBQ. A big thanks to those who organized the events, took in billets and

volunteered to make sure everything went off without a hitch and a special thanks to Kelly Lyon for her tireless organizing efforts.



Left to right: John Brooman, Andy Roy, Kelly Lyon, Al Clarke



## WINDSURFING REPORT

From - Suzanne Roberge



Our season got underway on May 30 with two of us making it out. After that we had a few weeks of light winds and, as of now, the last time we had a bit of breeze to race was July 11. So, let's hope it keeps improving on Wednesdays!!

The Canadian Masters' Windsurfing Championship is in Trois-Rivières this year from August 3 to 6. There are already 15 registrations with a few weeks to go before the event. Still time to register.

Again this year, boards did not participate in the National Capital Regatta. I tried to bring people in but not enough were willing.

All around it seems like participation in windsurfing races is declining. Let's keep our sport going.



## WOMEN, WIND & WAVES

by – Ruth Martin – Women's Fleet Rep.



The 2018 sailing season is now well underway. Both Series I of Monday night racing and the annual Raft-Up have already taken place for another year. Between May and July nine BYC boats participated in Monday night racing. Thanks to new and returning boats, many of the Club members who asked to join the women's fleet this year are now racing regularly.

Series II of previous seasons. The Interclub year-end banquet will take place at NSC this year on Monday, October 1.

Several issues and ideas were raised at the open women's racing meeting. Plans for the August 19 Women's Up-River Race were discussed. There is interest in exploring expansion of the Up-River Race to include fun components and a regatta format in the future.

As well, identification of trophies for the trial Monday Racing Fleet 1A and 1B and for the Women's Up-River Race was discussed. The 18 women present also voted unanimously to establish Women, Wind & Waves as the title for the women's sailing column in Full & By.

### Women's Interclub Up-River Race

BYC will host the first Interclub Women's Up-River Race and Family BBQ on Sunday, August 19. This event is scheduled for a 2 pm start and will follow the Queen's Park race course, approximately 8.4 Nm.

The race is open to all types of keelboats and dinghies with women skippers and crew. There will be separate results for teams that are coached and for those that are not. Like Monday night racing, up-river coaches and boat owners can be men or women.

Whether you are already racing in the Monday night fleet or planning to create a new women's team for this event, you are welcome. All participating boats must:

- Be registered for Long Distance racing with the Interclub racing program jointly hosted by BYC and NSC prior to the race. Please note that for keelboats already registered for Long Distance racing, it is either with a flying sail (spinnaker) or not. This will determine your PHRF rating for the Women's Interclub Up-River Race as well.
- Confirm participation at [womensrep@byc.ca](mailto:womensrep@byc.ca).
- On the day of the race, check in with the BYC Race Committee Boat prior to the first warning signal.

A hamburger and chicken BBQ dinner (\$20 + HST) for race participants as well as their friends and families will take place on the Upper Deck after the race at 6 pm. BBQ tickets are available from the BYC office at [info@byc.ca](mailto:info@byc.ca) or 613-828-5167 until noon on Thursday, August 16. No tickets will be sold at the event.

Save the date and invite your friends to join us. There is still time to submit a Racing Registration Form if your boat

is not already registered for Interclub racing or for Long Distance racing within the Interclub racing program,

If you are planning to helm a keelboat or dinghy in the Women's Up-River Race, are interested in being included in the Monday night racing crew bank or have any questions, contact [womensrep@byc.ca](mailto:womensrep@byc.ca)

**BYC RACE COMMITTEE LIAISON**

From - Tony Latus



**Hi, just a brief update.**

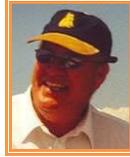
At the Spring Sailors' Meeting, Devon and I explained the new Club Race Officer Duties and Guidelines instructions, which were written to give guidance on the methods and procedures followed by the Race Committee. This document is available at <https://byc.ca/> and provides you with background information to understand the decisions and actions taken by the Race Committee. As RC Liaison Rep, your observations, comments, questions or (heaven forbid!) complaints about RC procedures or actions should be directed to me first and foremost. If you intend to make a Protest or Appeal, as always, you do that independently of any discussion with me. However, it will be useful for me to know, so I can track what's happening and what the ultimate decisions were. I will investigate any issues that cannot be addressed immediately, contact members of both the Sailing Committee and other relevant personnel as necessary, and get back to you with answers and responses.

So far, racer engagement has been good, and we have fielded a number of observations, and made changes to the Duties and Guidelines instruction, plus some procedural nitty-gritty. But just remember, I am not a surrogate for a Protest Committee or Appeal. I have no authority to arbitrate a possible dispute or contentious subject, either between racers or between racer and the RC. My task is to determine if something indeed went awry and then try to make changes that will preclude repetitions in the future, not to resolve disputes with a decision. So, feel free to fire your arrows after a race in my direction, and I will be pleased to receive your 'input'.

See you on the water!



from - Kirk Robertson – Handicapper & Jury Chair



**T**here have been enough changes that you would do well to download your certificate and make sure the results of the first few races reflect your certificate and the same goes when you request a change to your certificate.

**RUST Scoring**

New this year is the RUST series on Wednesdays- look at the NOR etc. Boats taking part will scored according to National Handicap for Cruisers (NHC) rules. Each race in which your boat has a finish will have its handicap modified for the next race according to the formula described on RYA website. The guiding principle for NHC is that a given rating is almost certainly wrong at a given venue. So the handicap will change as boats race in a given venue. So far it seems to work; faster boats get worse handicaps and slower boats get better handicaps. The numbers of boats racing in the series is increasing (9 last week); crews are enjoying it.

The general idea is that the boat that performs most consistently will win a series. In a first NHC series (like RUST), the OA reserves the right to reset the initial handicap to the achieved handicap after some number of races.

**Protests**

When you suspect you may have infringed a rule, it is almost certainly faster and more certain to do your turns. It does not stop you from protesting the other boat; but will it will keep DSQ off your record; if the protest committee later finds you at fault.

Be careful when you quote a rule; it may not have the same meaning that it did 20 years ago.



## CRUISE WEEK

by – Catherine Trinkwon



Hopefully by the time you read this F&B issue, you'll have spent lots of time on and in the water, trying to beat the heat.

The Cruise Week report will be in the next F&B.

If you're upriver at Pinhey's Point, check out the exhibits at the museum (admission by donation), including an exhibit on the history of the Ottawa River: <http://www.pinheyspoint.ca/exhibits.html> BYC's own Sean Johnston has kindly agreed to share his "Surviving Bad Weather" article. Sean and his wife, Carolyn, completed a circumnavigation on Spallpen. In his article, Sean describes the conditions they experienced in different regions of the world, and the heavy weather lessons learned. This F&B issue contains only the introduction; future issues will contain the other sections of his article. Many thanks to Sean for agreeing to share this interesting and valuable information.

### Surviving Bad Weather

In the course of my circumnavigation in the eighties and nineties I ran into some Bad Weather. I was at sea for about 400 days, sailed about 50,000 nautical miles and had bad weather for about 25 days in all; it sounds like a lot but it really wasn't. In all I encountered:

1. A gale in the Bay of Biscay - 1 day
2. A gale off the Moroccan Atlantic Coast - 3 days
3. A small gale north of New Zealand - 2 days
4. A cyclone (hurricane) in the Coral Sea - 2 days
5. A storm off South Africa - 1 day

In addition to gales and storms, I encountered rough weather in the Indian Ocean for 17 straight days that is noteworthy. So being at sea is not unlike being at home, usually the weather is okay but punctuated occasionally by storms. And nowadays it seems that with better weather forecasting and the availability of inexpensive weather devices, people commonly make the same sort of trip as we did and encounter little or no bad weather. Good for them. If you can avoid bad weather, don't be macho – avoid it. But if you run into bad weather you may want to be better prepared than I was.

I chose the title "Surviving Bad Weather" because that is the bottom line - you can't really 'handle' bad weather or 'manage' bad weather, you are very much at the mercy of bad weather, all you can hope and expect is that you survive bad weather. If you act sensibly and are in a well found boat, you should survive bad weather. So, when you run into bad weather, don't muck about, just concentrate on getting to the other side of it, alive and still on your boat! Everything else that is wrong can wait until then. Boat problems, financial problems, relationship problems (even

those with your crew) can all wait and be easily fixed as long as you survive the storm.

My early encounters with adverse weather were all characterized by ignorance of heavy weather sailing, inferior weather forecasting or my stupidly failing to check the weather forecasts that were available. I had failed to comprehend how miserable it is to be caught out at sea in a storm and consequently failed to take precautions to avoid it. I had read all kinds of accounts of storms at sea and I was confident that I could survive pretty well anything that the sea could throw at me. Personal safety was not something that really worried me, however I always liked comfort and failed to appreciate the level of discomfort associated with bad weather at sea. I'm not talking about sea sickness, I'm referring to being soaking wet for days, cold, hungry, exhausted, sleepless, bruised and battered (by the boat not the crew). There is no rest in a storm, just trying to hold yourself wedged into a 'safe' position is a major energy drain and doing any normal sailing task takes ten times the effort that it normally would.

My boat was fit to task for ocean sailing - a 15-ton 40 foot sloop rigged Cheoy Lee, designed by William Garden. It was 20 years old when I bought it and had already made at least 2 round trips between Europe and the Caribbean. In addition, I had just redone the running rigging to make it easy to handle in bad weather - roller furling Genoa and 4 slab reefs on the main, all controllable from the cockpit. In terms of overall strength, the boat was brick shithouse construction.

Excerpt from "Surviving Bad Weather", © Sean D. Johnston, Sean.Johnston@spallpen.com.  
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From Tony Latus – your Trusty Rusty Rep.  
**RUN RABBIT RUN!!**

The RUSTING is well underway and growing rapidly! As I said in the last F&B issue, the Retired & Unemployed/Under-Employed Sailors Trophy series has started and is now at Race # 6. All classes of boat can enter. Thus far, we have CS30s, C&C27s, Mirage 24s, Bluenoses, Tanzers and Sharks on a regular basis, from BYC & NSC, plus others. We are also expecting a swarm of Lasers or Optis to 'drop in' any day now from the Youth Program. Race # 6 had 9 boats competing and the action at the start line and the windward mark was fairly intense, with bows missing sterns by a matter of inches. It's all fun and games until someone loses an outboard motor!

Of note, the RUST SSI is available at: <https://byc.ca/sail/13-sailing/148-the-rust-cup-series>, and if you are planning on joining us, the following additional details should help a bit. The Rabbit Start process is working very well, and all the racers are getting their timing down to a matter of seconds, trying to squeeze into the expanding start line at the first moment after the start signal. However, we still have only 2 reasonably useful

race marks (S and C (displaced)), and the race is meant to be fairly short and easy to get to from NSC & BYC. What this means is that we run the same course shape every time, regardless of wind direction; this has generally worked out pretty well, as Westerlies prevail. However, in times of North, South or East winds, I have decided to make every effort to keep the start line orientation and the Rabbit Boat's manoeuvres the same in every race, which means the Rabbit could be running downwind, as the line 'opens up', or reaching. In those cases, the racers still cross the line in the same way as described in the SSI, but on whatever point of sailing is required, if it's not a beat to windward. So, in the end, we have had a few 'reaching races', which are actually quite fun, with luffing matches and other shenanigans keeping people amused.

The RUST trial of the NHC handicap system is also working well, with no grumbling or complaints so far. NHC (National Handicap for Cruisers, sponsored by the RYA) is an innovative algorithm-based system that re-calculates handicaps after every race, thus obviously incorporating an element of crew performance along with the basic boat data, such as sail area, tonnage, waterline length, etc. Kirk Robertson is the guru implementing the system for RUST right now, and it is our intention to retrospectively re-score

the race using PHRFLO for comparison purposes, near or at the end of the series (max 16 races). The beauty of NHC is that the algorithm is in charge, you can't appeal it, or argue with it, and it can't be twisted and tinkered with because someone is unhappy. Of course, no system can account perfectly for the large differences in Speed Potential that very different designs possess, such as planing hulls versus displacement, and light wind designs versus heavy hitters. So, we are all watching the scoreboard with much interest, as each race result also changes your handicap slightly: the worse you do, the better your handicap and vice versa. The rate of change is not constant, so initial adjustments can be marked, but will taper off as the algorithm 'learns' your SP over time. Kirk and I, and possibly Steven Glover, will give a full update on how it all worked out, at some point near the end of the season, probably at a Fall Sailors' Meeting.

In closing, I would again like to acknowledge the support of the Sailing Committee and Board of Directors for the new RUST Series. If you haven't tried it yet, check out the race results list at <https://byc.ca/sail/race-results> and talk to one of the RUSTers listed. Hoping to see you at the start line!



## C&C 27 ONTARIO CHAMPIONSHIP 2018



## BRITANNIA YACHT CLUB September 14-15, 2018



# BASKIN'S WEEKENDS

**SAT. AUG. 4 TO MON AUG. 6**

**AUG. 4 TAKE PART IN THE  
ODD COUPLE RACE**

**SAT. SEPT. 1 TO MON. SEP. 3**

**SEPT. 1 TAKE PART IN THE  
ARMITAGE RACE**

**AFTER BOTH RACES  
HEAD TO THE BEACH FOR THE  
BASKIN'S WEEKEND FUN**

BYC is hosting the 1st  
**Interclub Women's Up-River Race  
and Family BBQ**

on Sunday, August 19th, 2018

2 pm start on the Queen's Park Race Course, approximately 8.4 Nm  
Open to all types of keelboats and dinghies with women skippers and crew  
(coaches and boat owners can be men or women)

**Hamburger/Chicken BBQ Dinner**

on the BYC Upper Deck at 6 pm (\$20 + HST)

BBQ tickets available until noon Thursday, August 16th at [INFO@BYC.CA](mailto:INFO@BYC.CA)/613-828-5167

**All participating boats need to:**

1. Be registered for Interclub Long Distance racing
2. Confirm participation at [womensrep@byc.ca](mailto:womensrep@byc.ca)
3. Check in with BYC Race Committee Boat on race day

### BASKIN'S ODD COUPLE RACE

Saturday, Aug. 4, 2018

DINGHIES, KEELBOATS, JAM

Warning Gun at 1200 hrs.

Singlehanded classes may be sailed by either half of an odd couple.

Keelboats may **NOT** use spinnakers

### STONY POINT RACE

SUNDAY, AUGUST 12, 2018

PHRF, SHARKS, DINGHIES, DAYSAILERS, JAM

Warning Gun - 1000 hrs.

Joint BYC/NSC start as part of Interclub Long Distance Series



Stan Carson Memorial Family Regatta

Saturday, August 18, 2018

Flying/non-Flying, all C&Cs and C&C Wannabes  
Special instructions will be issued.

### NSC/BYC SINGLEHANDED KEELBOAT RACE

SATURDAY AUGUST 25, 2018

PHRF, SHARKS & JAM

Special Instructions will be issued

### QUEEN'S PARK SERIES RACE #2 (ILD)

SUNDAY, AUG. 26, 2018

PHRF, SHARKS, DINGHIES, DAYSAILERS & JAM

Warning Gun at 1330 hrs.

### ARMITAGE RACE

SATURDAY, SEPTEMBER 1, 2018

PHRF & JAM Warning Gun - 1000 hrs.

2018 FALL SAILORS' MTG.  
TUESDAY, SEPT. 4  
AFTER RACING

### 100 MILE RACE

FRIDAY, SEPTEMBER 7, 2018

PHRF & JAM

Warning Gun at 1900 hrs.

Special Instructions will be issued

Join in on the Chili Fest before the race.

### SAILBOARD OPEN

SAT. SEPT 8, 2018

Special Instructions will be issued

### QUEEN'S PARK SERIES RACE #3 (ILD)

SUNDAY, SEPT. 16, 2018

PHRF, SHARKS, DINGHIES, DAYSAILERS & JAM

Warning Gun at 1330 hrs.

# Britannia Yacht Club Activities Calendar

# August 2018

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Office Hours: Mon. - Fri. 10:00 a.m. - 6:00 p.m. Bar Hours: Mon. To Fri. - 4:00 - 11:00 p.m. Sat. & Sun - 11:00 a.m. - 8:00 p.m. FOOD: Mon. to Fri. 4:00 to 9:00 p.m. Sat. & Sun. - 12:00 - 7:00 p.m.						
Food services: Meals available until 9:00pm Mon.-Fri. 7:00pm Sat. & Sun.						
		1	2	3	4	5
	Private Wedding				WORTH IT	BASKIN'S ODD COUPLE Keelboats/Dinghies BASKIN'S WEEKEND.....
		GROUP TENNIS LESSONS 6:30 - 8:00 BEGINNERS 8:00 - 9:30 INTERMEDIATE			Private Wedding Last Quarter	Private Wedding
6	7	8	9	10	11	12
....BASKIN'S WEEKEND Civic Holiday				ACOUSTER SHOOTERS		JOINT STONY POINT RACE ILD Counter PHRF, Sharks, JAM, Dinghies, Daysailers
		GROUP TENNIS LESSONS 6:30 - 8:00 BEGINNERS 8:00 - 9:30 INTERMEDIATE	CORK International Regatta - Club 420, International 420, 29er North Americans and Radial U19 - Aug. 10-13.....			
					New moon	
13	14	15	16	17	18	19
				FASTLANE	STAN CARSON MEMORIAL FAMILY REGATTA	WOMEN'S OPEN UP-RIVER RACE
				Private Wedding	Private Wedding First quarter	
20	21	22	23	24	25	26
				HANDS OF TIME	BYC/NSC SINGLEHANDED KEELBOAT REGATTA	ILD Counter QUEEN'S PARK SERIES RACE #2 All Classes (Interclub)
					Private Wedding	Full Moon
27	28	29	30	31		
				SIMON CLARKE		

# Britannia Yacht Club Activities Calendar

# September 2018

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Office Hours: Mon. - Sat. 10:00 a.m. - 6:00 p.m. Bar Hours: Mon. To Fri. - 4:00 - 11:00 p.m. Sat. & Sun - 11:00 a.m. - 7:00 p.m.						
Food services: Meals available until 9:00pm Mon.-Fri. 7:00pm Sat. & Sun.						
					1	2
					ARMITAGE RACE PHRF Rated boats	BASKIN'S WEEKEND - Sep. 1-3
						Private Wedding
3	4	5	6	7	8	9
LABOUR DAY 	PHRF Handicap Fall Series FALL SAILORS' MEETING AFTER RACING	Sailboard, & Dinghy Fall Series Private Event Full Moon	One-Design Keelboat & JAM Fall Series	SNAP, CRACKLE AND POP 100 MILE RACE	BYC SAILBOARD OPEN REGATTA NSC FANFARE REGATTA.....	Grandparents' Day Private Wedding
10	11	12	13	14	15	16
Women's Series II	PHRF Handicap Fall Series Private Event	Last Quarter	One-Design Keelboat & JAM Fall Series	C&C 27 REGATTA (ONT. CHAMPIONSHIP).... SONIC BLUE	U OF OTT INVITATIONAL REGATTA .NSC.....	ILD Counter QUEEN'S PARK SERIES RACE #3 All Classes (Interclub) Private Wedding
17	18	19	20	21	22	23
Women's Series II	PHRF Handicap Fall Series	New Moon	One-Design Keelboat & JAM Fall Series	ROXY SWAN Private Event	Private Wedding	NSC 20 Mile Trophy Race ILD Counter
24	25	26	27	28	29	30
Women's Series II	PHRF Handicap Fall Series	First Quarter	One-Design Keelboat & JAM Fall Series	Oktoberfest OTTAWA RUBE BAND 	FALL 50 MILE RACE PHRF Rated Boats (Interclub) Private Wedding	