



**Groundhog Day
February 2, 2019**

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



FULL & BY

January-March 2019

Britannia Yacht Club

Volume 59.01



From the Bridge

from - Rob Braden,
Commodore



A has been my norm I wish to start by welcoming the new Board members.

Rory Harley and Trevor Clark joined our Board last November, filling the 2 vacant positions of Membership and Marketing respectively on the Board. They joined before the AGM so that they could get up and running sooner.

After a successful year as Project Director, where she was instrumental in our getting the Accessibility Grant, Kelly Lyon stepped down and Guy Grimard stepped up.

Guy Grimard, you may recall, led the work party that rebuilt the front seawall last summer, and was recognized for his efforts on the wall and other projects with a Commodore's Award. Guy will be working with new team players on some of our most important projects in many years as we begin to rehabilitate the harbour basin and sea

walls. He will also be looking for people with experience to act as subcommittee leaders on several of these projects. Members with experience that could help him with the construction of the southwest sea wall (beside the entrance to the bridge), and the rehabilitation of the West seawall from Sherwood Point north. Big projects like these are easy with help from the right people, and impossible without it.

BYC applied for and received an Accessibility Grant, as you may have heard through scuttlebutt around the Club by now, which is over \$80K in government money to help with projects that improve accessibility. That means we will be applying it to the new playground structure, to some docks in the harbour, the gates to the tennis courts and possibly the surface of the first court and we are looking at renovating the upstairs washroom. It will take some planning and work by both the Harbourmaster Al Malo and our House and Grounds Director Alan Galley to lay out the new projects and get them on the table. We have 12 months to complete the projects.

The Town Hall was a very big success. And many thanks to Past Commodore, Phil Moorman, for being the MC. The 2-way communication between the Board and the members was very helpful in moving forward with several initiatives. It gave the Directors a chance to explain some of the bigger projects to the members. Get the size and scope of what they are trying to achieve on the minds of the members. The harbour projects are long overdue and they are going to cost us dearly. The alternative is that we lose the harbour or some of the grounds we

actually own rather than rent from the NCC. Not options we can afford to take.

The Town Hall also made the AGM easier. A lot of the questions that might have been asked at the AGM were dealt with at the Town Hall. That's not to say we don't have some issues that need to be dealt with arising from the AGM. The Governance Advisory Ctee. will be looking at issues around attendance and voting at the AGM. A hot topic is going to be the cold seats in the Ladies' washroom. The LTPC will table the issue of a Disaster Recovery plan. The general issue of security in the harbour is going to be looked at: with respect to levels of security; recommendations by members and possible recommendations to members; and the use of available technological solutions that might help.

There will always be issues that lead to heated discussions and differences of opinion about direction the Club is going. The great thing is that, it's because the members care that we have these issues. And when the members care, the Club is in good shape. We are starting the year off in good financial shape and a really strong Board.

Look for improved communication channels and know that I am always open to comments and suggestions from the members.



Britannia Yacht Club

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♦♦♦♦

2019 BOARD OF DIRECTORS**FLAG OFFICERS**

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Rear Commodore
Guy Grimard
Fleet Captain Aaron Middleton

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♦♦♦♦

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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."

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Please submit articles in **unformatted** electronic form in Microsoft Word to

joanyuile@gmail.com

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

Deadline - next issue - **Mar. 15/19**

HARBOUR REPORT

by – Al Malo
Rear Commodore



September seems like yesterday. The boat shows have come and gone and its now time to think about the year ahead.

Before we look ahead, I want to update you on the activities and project work that was completed after the August-September edition of Full & By went to press.

At the time I wrote my August-September article, we were looking at a project proposal to repair the seawall in front of the Clubhouse. Well, that project got done and what an effort it was. Guy Grimard stepped in and prepared the design and the cost estimates with a view that the labour would be provided by members - an investment in sweat equity. The Board approved the project and it was underway in short order. The first volunteers started work on August 8 with the construction of the forms and the project was completed in a very short period of time on August 24. During the whole process, support from the members was fantastic. Some days we had more than a dozen volunteers. The Club has not seen this level of volunteer effort for a long time. These volunteers all deserve our gratitude. Without their efforts, this project would not have been possible and through their efforts, the project got done in a way that minimized Club operations and saved a tremendous amount of money. Thank you all for your support of this project.

The installation of the new lights started in the second week of October. The work on the harbour lights went quickly and we had very good results. Almost all the lights that had been dark came back to life

when the new fixtures were installed. The old lights were getting electricity, but the transformers were buzzing away doing nothing but generating heat. We did discover a couple of electrical supply problems that we'll address once the snow clears. We installed additional lighting at the south crane and the Dinghy Shed as well as at the Bruce Shed. Unfortunately, the weather closed in before we could install the lights at the gas dock and the adjacent roadway so this will be done as soon as the frost is out of the ground in the spring. The lighting project was completed on November 14 with the installation of the new parking lot lights.

The Bruce Shed power project got started mid-November. Working at that time of year is challenging. Several crews were involved to dig the trench and lay in the conduit and concrete cover and subsequently repair the paving on December 13. Then a crew came in and installed the cable from the post on Cassels Street to the point of entry at the Bruce Shed. The electrician then installed the main disconnect, the meter base and the distribution panel. Finally, after the Inspector passed the wiring, Hydro came and did the cutover and the Bruce Shed was on the new service on December 19. The overhead wires were removed but it was too cold to remove the old post – that will also be done first thing in the spring too.

These projects took a lot of effort and the Club was fortunate to have a couple of members who offered their talent, experience and a tremendous amount of their time on a volunteer basis. Without their efforts, these projects would never have been possible. Our members are a well of knowledge, experience and energy and it has always been a Club tradition that the members have pitched in and invested their time and labour to build and maintain much of the Club infrastructure. These projects always require a leader to organize and direct the efforts. At the AGM on December 12, the Club recognized two members for their leadership on these projects by presenting them with the Commodore's award. Gary

Fritsch received this award for his work on the lighting and Bruce Shed power projects and Guy Grimard received the award for his work restoring the bridge to the pier and for his leadership and work on the front wall project. We thank them both for the service they provided to the Club and from which we, as members, have all benefitted. Well done.

Looking forward, several harbour projects were presented at the AGM and were approved by the members. These projects will address –

- 1) repairs to the seawall between the Clubhouse and the bridge,
- 2) repairs of deteriorating walls along the eastern dam wall of the main basin and
- 3) repairs of Sherwood Point and the immediately adjacent shoreline.

We are fortunate that Guy Grimard agreed to serve on the Board as the Rear-Commodore and will be taking the lead on the implementation of these projects.

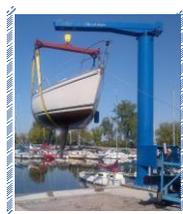
This year we will continue working on electrical maintenance and repairs. We will also be working to prepare a plan for undertaking upgrades to improve the supply to storage and work areas as well as to the moorings. This is a very complex issue to deal with so there won't be any quick fixes - but we are working on it. In the meantime, please report any power issues to the office referencing the number from the label attached to the post.

Last season, several members approached me or the office about the dock program. As a result, I sent

out an email to determine if there were enough members interested in the dock program to warrant the purchase of additional pods. A significant number of members responded and made a commitment to the program. To accommodate this demand, the Club has placed an order for two pods of docks and a service dock for the Blue Crane. We expect these to be delivered in June. Members moored in the inner basin also expressed an interest in docks. At his time we don't have a program defined for the inner basin but based on the interest expressed we are investigating options with a view to being able to offer dock services in the inner basin to meet this demand.

This year the Club will have the honour of hosting the Optimist Canadian Championships. We are expecting a large number of participants and we will be arranging things around the basins to provide space for all these sailors and their equipment. As our plans get elaborated, I will be asking for the assistance of boat owners to help clear certain areas and to time their entry and exit from the harbour and the use of the gas dock to facilitate the operation of this week-long regatta. The Club has a long tradition of fostering the development of youth sailors and hosting such an event provides our membership with the opportunity to participate in that effort. I encourage you to volunteer - it's a very rewarding experience.

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.



PROJECTS

by – Guy Grimard
Rear Commodore



Of the major assets being part of the Club, the harbour is the one that probably needs the most repairs and upgrades. Much has to be done to restore its integrity.

Three areas require our attention this year. All three will need more machinery work than manual labouring for digging and backfill.

The Cassels Street Seawall is starting to lose some mortar, the top shelf is broken down in many parts and the fencing has been repaired many times. Digging down to hard pan will be done to install formwork and reinforced concrete. This will provide a solid inner supporting wall to the existing stone wall that will still be left apparent from the river side. On top of this, a reinforced concrete crown will be poured, with sleeves inserted to receive vertical steel columns. These columns will be arranged as fencing on regular times and, by installing berms when needed, will serve as flood gates.

The Sherwood Point Ramp, on the other hand, needs a different approach, erosion being the main factor of our intervention, demanding cleaning of wood, roots and debris and laying rocks, gravel and sand. We haven't determined yet if concrete will be needed but we'll minimize its use to the steel gates supports if we can. Finally, the East Dam Wall will need most of our attention since the access road is starting to shift. This whole area cannot be restored in one single project or year. Some parts of it have been very well reinforced and we will use these areas as our starting points. The design of the wall will be made in such a way that every year will see a part done according to a scheduled

project, insuring both strength and continuity in the process. Needless to say the magnificent stone work will stay apparent. But the underwater part has to be reinforced with concrete to permanently stabilize this infrastructure. The sidewalk will also be refurbished to its original state. Much of this will be precisely determined when we'll be able to lower the harbour water level to inspect most of the walls at the same time

Will I be permitted to ask again for volunteers when time comes? Of course, all projects will be planned according to a work schedule, tasks will be broken down to small chunks so everyone can choose what she or he can do. And no one will be permitted overexertion!

What we do by ourselves is money kept in the Club and is a thankful reminder of our predecessors who heavily invested in our great Club.

Thanks to all of you for your past and future involvement.

Treasurer's Report

By - Randy Tivy
Honorary Treasurer



Well it's time for a three-month update from the Finance deck.

As I reported at our Annual Meeting, we ended the 2018 fiscal year in a strong financial position. This will help us fund much needed capital improvements and scheduled maintenance.

At the time of writing we have just had our first Finance Committee meeting and three-month financial update. Despite the blizzards, freezing rain, snow, high winds and everything else that we call winter, our food and beverage revenues and expenses are trending to budget. Congratulations to Club management for pulling this off.

They say fair weather is ahead and I hope that we will continue to see the strong membership support that we had last year for our exceptional food and beverage services. It would certainly help our bottom line if we hit 1 million in sales.

Our 2019 Membership invoices went out in December. We are budgeting for a full harbour and strong membership renewals. Too early to report on results. In the next issue of Full and By I will be able to report on how we did.

We have a new Finance Committee this year and I am pleased to report that Phil Moorman, Lisa Shishis and Michael Bridal have graciously volunteered to help. Rob Braden, Al Malo, Wayne Scrim, Danielle Seabrook and Tom Swindells are returning and bring much appreciated experience. We meet once a month on the Monday before Board meetings with readings in between. Questions or concerns? Happy to help, just contact us. Honorarytreasurer@byc.com

House & Grounds Update

from – Alan Galley (Director)



The New Year started off with a long overdue reorganization of the attic space. Thanks to Doreen Ames, Larry Bradley, Diane Arial, Marc Charbonneau, Sue Leveque, and Christine Tucker for undertaking this Herculean task of taking down the attic contents, cleaning the space,

sorting the contents into piles to be vetted for keeping or trashing, and placing part of the vetted material back onto the attic shelves. Mark Walton made sure all relevant paperwork was kept, the cooking staff vetted the kitchen paraphernalia, and Paul supplied the pizza. In the end about 75% of the stored paperwork was discarded (see picture), the remainder re-boxed to standard size and labeled. About 50% of old kitchen and entertainment stuff was chucked. A fantastic job by all, and much appreciated. Doreen and Sue will now catalogue the remaining contents so some sort of control can be kept on content location. BYC staff is thanked for coming in the next day to dispose of the rejected materials and placing the remaining archived files in the attic.



The pile of paper records cleared out of the attic by member volunteers

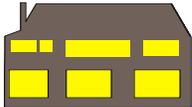
The planning for the new playground is going ahead with a target for installation in late spring-early summer. Additional funding received from a Federal Accessibility Fund will ensure increased playground accessibility for children with mobility issues. Once a timetable is in place I'll be asking for a day's worth of volunteer time from members so we can save money on installation.

Warmer weather will also see the replacement of the air exchange system for the kitchen, which will make this work environment more pleasant for kitchen and serving staff. House and Grounds will also be taking part in completion of renovations along the seawall fronting the Clubhouse. This will include a new drainage system behind the wall and appropriate landscaping for both better drainage and usability for the area between the pier bridge and

clubhouse. We also have to stabilize the foundation for the tent pavilion, as past storms have eroded the ground under many of its supports.

The replacement of the interlock area between the clubhouse and bridge with grass will allow us to re-use these bricks in the continued effort to remodel the front entrance to the clubhouse. This will include an awning over the doorway and new planter boxes along the east wall, plus cleaning up wiring from previous renos.

I'm looking forward again to be working with members of the House and Grounds Committee, who so diligently keep an eye on the state of the clubhouse and grounds, along with working closely with Paul Moore (Manager), Al Malo (Harbourmaster) and Guy Grimard (Projects Director) to ensure we continue to rejuvenate and beautify our house and grounds.



Marketing & PR

by – Trevor Clark (Director)



Throughout 2019, we are excited to see BYC marketed through many new methods that it hasn't before and reach new audiences around the city. Our goal this year is to be slightly less of a well kept secret, while growing our image as a premiere

club in the eyes of the public. I want to start by thanking the previous Marketing Director and Committee for leaving me with such a well oiled machine. Thanks for their hard work and efforts, we can focus on different issues and find new ways to grow our community and connect with the public.

I also want to thank those who have graciously volunteered to be part of the Marketing and Public Relations Committee this year. We have an extremely creative group of people from many different demographics bringing great ideas to the table. I'm excited to see what this year brings.

I want to take this opportunity to invite your comments and introductions if we have not met yet. I'm always interested to hear ideas and opinions, so feel free to contact me at marketingandpr@byc.ca.



Membership

by – Rory Harley (Director)



One of the true delights of being a Voting Member of the BYC is the camaraderie we share with the thousands of Yacht Clubs and Squadrons around the world.

Every year BYC welcomes sailors that are Voting Members from other clubs that participate in our regattas, or that just drop by for a friendly visit. We extend this open invitation, as part of a long tradition of inter-club hospitality, and because we want our members to feel equally welcome in

yacht clubs wherever your travels might take you.

There is a distinct pleasure in being able to go into a yacht club, perhaps thousands of miles away, and be welcomed, and enjoy a drink and dinner, overlooking the water, in a place that feels like your home club. Sometimes you can hitch a ride and crew in distant waters. Once, on a business trip to Sydney, Australia I stayed in a guest room of a welcoming Club, overlooking the famous opera house, and had a far more pleasant experience than a regular hotel room.

While almost all Yacht Clubs around the world welcome transient sailors as a matter of course, Britannia formalizes this arrangement with an agreement of 'Reciprocal Rights' with a large number of yacht clubs across the country in Canada and the US. This listing can be viewed on our Club's website. This listing has evolved over time resulting from our sailors attending regattas at other clubs and vice versa, and from our members that keep their own or crew on other keelboats as they transit an area, primarily around Lake Ontario.

A 'true reciprocal club' honors the fee structure for transient boats of the yacht's home club. Consequently, as BYC does not charge a launching, slip or mast raising fee for visiting boats that come for regattas, our Voting Members should typically be able to allow 3 nights free docking privileges at any true reciprocal club with which we have a relationship. Some clubs with a high number of transient boats may offer a discounted rate for reciprocals, which is typically stated on their website and in various cruising guides. As an example, some of our members recently enjoyed the hospitality of the Prince Edward Yacht Club in Picton this summer that charges reciprocals a modest \$25 for

the first night with the second night free.

When viewing the many club burgees surrounding our Upper Deck, one gets the sense of the historical connection that Britannia shares with many other famous clubs around the globe that, like us, were founded in yachting's golden age. In order to build on this strong connection of interclub privileges, BYC is undertaking a 3 step process as we –

- 1) Are going to offer the maximum standard 3 nights of transient boat availability to all member clubs of the Lake Ontario Cruising Club Association (LOCCA) and;
- 2) Review our current existing, fairly comprehensive listing of clubs that are on our website to see which might be dropped or others added and;
- 3) Undertake an initiative to reach out and extend our reciprocal privileges to the leading yacht clubs in country capitals with maritime and sailing traditions.

Consequently, if you are a Voting Member and wish to have input as to which clubs you would like to see added or retained, please review the current Club listing and send the Manager an email as to which clubs with your suggestions. Also, if you are planning a trip, now or in the future, search your intended travel area on-line for clubs that you might want to visit, and ask the Manager to

extend Britannia's reciprocal privileges.

If the Clubs accept, you can be assured of a welcome that will feel like a home away from home. Also, before you depart, check if they have a dress code, and pick up a couple of BYC burgees, as many clubs display them making the home clubs of visiting sailors.

More information on the policy of how reciprocals function can be found on BYC's reciprocal page on our website.



Information Technology

By – Trevor Pillon (Director)



2019 is a building year for the IT Committee. We have some big events that require IT support and it is time again to take stock of our infrastructure and ensure our systems are running efficiently and securely. There are a few items from last year's projects list that still need to be completed, and we are always looking for any interested volunteers to help out, no technical expertise required.

Anyone who has used the beta version of the Buy and Sell section knows that it is nowhere near where it needs to be. There is work to be done on the infrastructure and design but, most importantly, we need help moderating this section to keep out spammers and bots.

Over the winter, Larry Bradley has been working to digitize historical BYC documents from the archive and make them available to members on-line. We are also looking at resurrecting the BYC

Photo Archive and will need everyone's help to add your photos and update information. Development of the on-line Crew Bank and Race Registration is on track for this season, but we are always in need of volunteers to do testing and provide feedback. I am also hoping to strike a sub-committee to help audit internal systems and ensure we are getting our buck's worth when it comes to wireless and internet service at the Club.

If you are interested in volunteering to help out on these or any other IT-related projects please contact IT@byc.ca. If you have any **problems, suggestions or feedback** regarding the website, please contact webmaster@byc.ca.



Tennis Report

from – Marion Xhigness (Director)



Get in the Swing of Things at BYC

This is the first notice of what promises to be a wonderful year at BYC on the courts and off.

I look forward to working with other members to achieve a good line-up of programs and a variety of shared successes with the BYC at large. This year one of the successes was a proposal to the Trillium foundation which enabled us to make our courts more accessible. You will notice, for example, the height of the locks to the gated area will be changed, a ramp and some new lines will be painted to indicate accessible access. We hope to celebrate this new successful status and host some tennis events where you may see folks on the courts in wheelchairs. In another few months, the BYC will be hosting the Optimist Canadians sail event. This is

the largest event of its type. We plan to work with the Committee to join forces to see how we can support and engage in this wonderful youth sailing regatta.

We are also hoping to kick off the season with a new season opener tennis event. Stay posted or let us know if you'd like to help organize!

At the board level, we are in the process of forming our committees for the year. If you are interested in serving on the Tennis Committee or work on the new 'Green Team' with an eye to make BYC champions of our river and grounds environmentally, I'd like to hear from you! Please send your names to the office and mention the committee interest at info@BYC.ca. We need your input and engagement to be successful!

Don't forget we love to have all members join us on the courts. Come and meet a new friend or spark a new interest here at BYC.

The lineup for programs on the courts will look much the same as last year. Here is what we are planning at this point:

Tennis Season 2019

ALL Members welcome to ALL events!

Important Dates coming up – please note all dates are weather dependent.

- Saturday, April 20, Spring Court Work Party
- April 26, Junior tennis lessons expected to begin a Friday Spring series.
- Saturday, May 4, Season Open Orientation Session – find out what is available to All Members – Ball Machine, Pickleball.
- Sunday, May 5, Season Open Round Robin.

- Look for new Pickleball programming to be added to the weekly court schedule.
- Of course, we will hold our always popular Grand Slam Finals - Croissant & Cafe au Lait for the **French Open**; Strawberries & Cream for **Wimbledon**; and the **US Open** all on the big screen

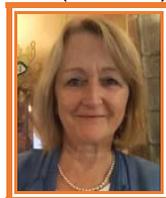
Free Group Tennis lessons for Members will again be offered – dates and times still to be confirmed.

BYC Tennis News is generally spread through a group email, stay in the loop by contacting the Tennis Committee at tennis@byc.ca. Let me say it again **ALL Members**.



Social Report

by – Sue Levesque
(Director)



As Social Director for my second term, I would like to thank those who supported me through my first term and look forward to the upcoming year.

Since the last edition of the Full & By, we had the New Year's Eve party featuring the Gnarley's who had the dance floor jam-packed all evening. As always, the meal prepared by our fantastic chef and his staff was superb. I am pleased to inform everyone that we have booked the band for this year's New Year's Eve.

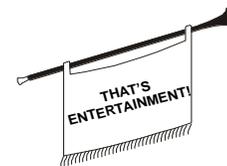
Another event that took place in January was Robbie Burns night which was a sold out event. It was a splendid evening enjoyed by all whether of Scottish descent or not. Susan Peacock-Hacking and her team deserve all the credit for organizing such a successful event

year after year. The many people who took the Scottish dancing lessons leading up to the night had a great time putting practice into action. It was fun to watch.

St. Patrick's Day is coming up and this year we will have entertainment provided by Robin Averill so get out your green and come on down to the Club on Friday March 15th. 🍀

We have had some great movie selections this year thanks to Guy Painchaud. Unfortunately, the weather has not always cooperated in that we had storms on 2 consecutive Tuesdays but it did not stop people from coming out to see Bohemian Rhapsody. For those of you who could not make it, we will be showing it again on March 26th.

Lastly if anyone is interested in joining the Social Committee or helping out at events, please contact me at social@byc.ca.



**Meet our cool Chef - Darby Charkavi
Thanks for the super menus, Darby**

Photo courtesy of Peter Snevdt

IN MEMORIAM

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

JAROMIR SMRCKA
Tuesday, November 13, 2018



The Board of Directors and Members of Britannia Yacht Club extend their deepest sympathy to his wife, Erna, and all his many friends.

IN MEMORIAM

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

DR. RICHARD (RICK) BRADEN
Saturday, January 5, 2019



The Board of Directors and Members of Britannia Yacht Club extend their deepest sympathy to his wife Josie, his children Lane, Robert (Sandy), Andrew (Suzanne), Joan (Doug), his grandchildren Zoe, Jake, George, Ed, his sister Nancy, his brother John (Sue), and all his many, many friends.



St. Patrick's Day.



Friday, March 15, 2019

BYC Dragon Lounge

Live Entertainment by Robin Averill

Bar Opens at 4:00pm

No reservations required - Guests welcome!

Hope to see you there!



APPLY FOR THE COLIN BLANDY OLYMPIC FUND 2019

The Colin Blandy Fund was established in 1977 by members of the Britannia Yacht Club to provide financial assistance to young BYC members who are committed to a competitive sailing program with Olympic aspirations.

Interested members are invited to submit their applications in writing and addressed to the Colin Blandy Olympic Fund. Applications are being received up until 5:00 p.m., Tuesday, April 30, 2019, at the BYC club office. An application form can be picked up at the BYC club office or visit the BYC youth web pages and follow the "Colin Blandy Fund" link at <http://byc.ca/index.php/learn-to-sail-byc/youthfundraising>.

Eligibility Criteria:

1. Membership in good standing at BYC in the year immediately preceding the award year;
2. Twenty-five years of age or younger during the award year;
3. Demonstrated interest in competitive sailing;
4. Commitment, in writing, to engage in a competitive sailing and/or a challenging training program during the award year;
5. Submitted a written application before the cut-off date of April 30, 2019.

Applications will be judged on:

1. Previous sailing experience;
2. Demonstrated excellence in competitive sailing and;
3. A sail training development program outline for the award year, which should include plans to attend several major regattas outside of the Ottawa area.

All applications **MUST BE** accompanied by the development program to which the applicant is prepared to commit their effort.

At the end of the 2019 racing season, successful applicants will be required to provide the Trustees with a written outline of their training and racing activities during the season.

More information can be obtained from any of the following Trustees of the Fund:

Ron Schute (Chair) - 613-296-9965 / rschute@gmail.com
Bill Fuller - 613-831-2038 / bill@fuller.ca
Nicholas Kroeger - 613-685-0331 / nkroeger80@gmail.co

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DID YOU KNOW THAT----

In the year 1900, Britannia Yacht Club's membership consisted of 52 resident, 54 non-resident and 15 honorary members?

The Club began the year with \$27.52 and, after paying all accounts due and buying a new racing canoe, the balance was reported to be \$16.95.

They had an excess of assets over liabilities of \$586.05.

(Quote from June 1978 Full & By)

DEADLINE

FOR NEXT ISSUE OF

FULL & BY

MARCH 15, 2019

One of Canada's Largest Selections of Marine Supplies, for Power & Sail... In the Store & On-line!



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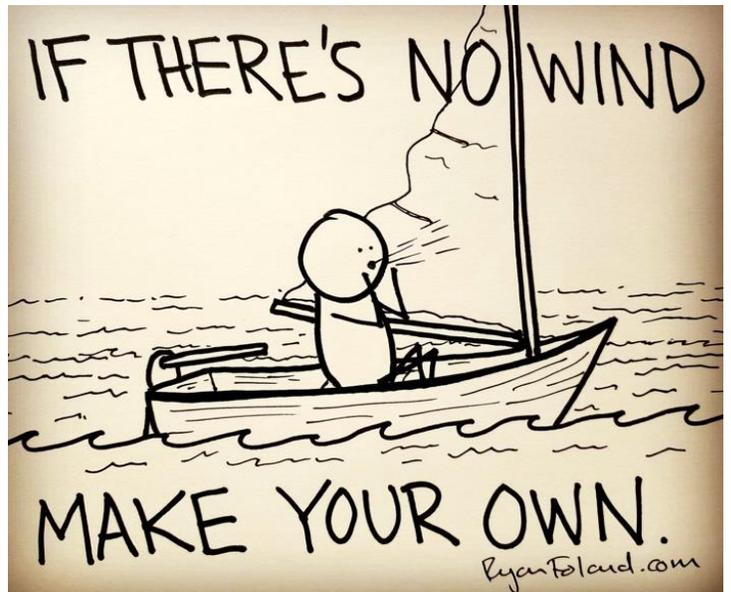
A proud member of Canada's boating community, and sponsor of local and national charitable events since 1982!

- Anchor & Docking
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Between the Sheets

NEWS FOR BOATERS - RACERS AND CRUISERS January-March 2019

"Cats are smarter than dogs. You can't get eight cats to pull a sled through snow." - Curmudgeon's observation.

DON'T FORGET

BOAT OWNERS' MEETING....1300h.....Sun. Apr 14
SPRING SAILORS' MEETING..after.....Sun. Apr 14

Fleet Captain's Report

from – Aaron Middleton



220cm of snow and counting at the time of writing! This certainly has been a good skiing season, but the days are getting longer, and we are starting to see the light at the end of the tunnel. Hopefully by the time you read this you will be starting to think of how nice it will be out on the water again! I am now counting the ski days left and starting to plan what needs to be done to launch and get out sailing as soon as the gates are out. Of course, the predictions are coming in as "late" due to the high water levels from all the "fantastic" snow we have had!

That being said, over the winter the members of the Sailing Committee have been hard at work continuing to improve with new and fun ideas for our upcoming season. Last year we had made some interesting changes that bolstered the on-the-water opportunities for all the fleet, but some didn't get fully implemented.

Some of the highlights for 2019 include:

- Continuing the Interclub Women's long-distance race
- Continuing the Retired and Under-employed Series Trophy (RUST) series on Wednesdays
- Continuing the additional Queen's Park races to the Interclub Long-Distance series, bringing the total to 3 Queen's Park races
- The Friday evening Race Practice series will be returning where people interested in learning or practicing starts, rounding and downwind with an on and off the water coach advising can come out to learn and practice. People interested in learning with the race committee are welcome to join as well. NSC will host the first 3 Friday nights, followed by BYC hosting a repeat of the series for another 3 Friday nights, hopefully mitigating the risk of

2019 CRUISE WEEK

**Sunday, July 14 to
Friday, July 19**

Put it in your calendars now

*Never done it before? Give it a try!
"Casual...interesting...entertaining...totally flexible...what
you make it...and the best way of meeting some great BYC
people!"*

**In early June there will be an
Information Get Together**

Or contact

Catherine Trinkwon

byc.cruise.week@gmail.com



launches and water access. All 6 nights are open to everyone, both sailing or RC'ing.

- Continued rejuvenation of the Olympic circle, with 4 being added/replaced in 2019, C Mark going missing at the end of the season, we will be aiming at another 4-5 this year
- Finally, we will continue our digitization with expanding our online presence with online registration, a new digital crew bank and online race results, scoring, protests, redresses.

There is a lot more happening and I urge folks to visit our website over the month of April and check out this year's calendar, notices and 2019 Sailing Instructions. You can also follow up with your fleet representative (many have returned from last year and their contacts will be posted on the website).

Also, look out for a number of regattas that BYC is holding or hosting this year, including the 2019 Optimist Canadian Championship, the Bob Yuile Memorial

National Capital Regatta, the Ottawa Valley Laser Masters, and the continuation of the C&C 27 Regatta (Ontario Championships) to name a few. Also, don't forget the NSC hosted Nepean One Design regatta.

Speaking of Sailing Instructions, the Sailing Committee has also been working with NSC making sure our SIs are up to date with some clarified wording, new instructions and an updated calendar and should be ready digitally for the beginning of April and available in print upon request. Key changes that you will see include:

- Moving to the RRS 1 point for first place (rather than the .75 point)
- C&C 27's one design will be testing out doing a 1 turn approach for on the water penalties
- Some shifting of long-distance races to better spread out the season
- Change from Red start/finish flags to Orange and Blue

Please note some important upcoming dates:

- BYC Spring Sailors Meeting on Saturday **April 12, 2019**
- North U Seminar at NSC on Saturday April 27, 2019
- Open Women's Racing Meeting at BYC on Mon May 6, 2019
- Start of week day/evening sailing on May 14, 2019
- Shorey Race on Monday May 20, 2019
- Spring 50 Mile Race on Saturday May 25, 2019

With this, I want to say a special thank you to our Sailing Committee members and volunteers for all their hard work so far. I am so happy that such a fantastic bunch of committed, eager and hard-working club members have returned to help represent you and making this next season possible! Thank you all again for your dedication and hard work! It is going to be another great year because of you!

As Fleet Captain, am here to represent the entire fleet (you) and I 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! Contact me at fleet@byc.ca.

CLASS 5 NEWS

by – David O'Sullivan, Class 5 Rep.



Hello Class 5!

The new season is almost here and I am looking forward to some fun filled competitive racing. This year we will finally be posting the scoring races for the 3 big PHRF related trophies - PHRF-Lo (Tuesday scores), Mount Gay LD Series (up-river races) and the Kelpie Cup (Overall boat of the year). Having this information

posted will hopefully keep all of you up-to-date and keen to participate.

Thumper will attempt to utilize RaceQs again this year and I hope you all do too. It's a great learning and entertainment tool. If you have any questions regarding this software please feel free to contact me or visit their website - raceqs.com - there are many short videos that explain how the software works!

Lastly, let's chat... let's keep the dialogue going. I can be reached at class5rep@byc.ca. I look forward to hearing from you!



C&C 27 REPORT

from – Mike Fahmy – C&C 27 Rep.



Getting ready for the sailing season.

By the time you read this article the boats will still be in deep sleep probably covered with a few feet of snow and hopefully the tarp is still there and not blown away by wind or torn down by ice. So very little anyone can do to start the awakening process.

Smart boat owners should have already prepared what they need to get their boats ready once the covers are removed. I did not know until very recently - and probably many of BYC owners still don't know - that The Chandlery sells VC 17, that most owners use, at a discounted price during the winter, so if you are in town take advantage of the reduction. In addition, the manufacturer gives a rebate of \$5 a can if you buy two cans. Take advantage of that too, the rebate money can buy you a beer and a half at the Club.

When it comes to wax and cleaning materials, shop around and try to find the best product at the best price. Remember a good quality wax can last a full season - a poor quality one may wash away after the first month.

When it comes to racers, remember that the bottom of the boat can be the difference between winning and losing. The smoother the bottom the faster the boat goes through the water. So, give your boat and yourself a slight edge by working hard sandpapering the bottom before applying the antifouling. Your effort would be handsomely rewarded. I always use wet sanding with 800-1000 grit.

The pre-season is the perfect time to spread the sails examine them carefully and find out if they need repairs. It takes time to have them repaired professionally so don't get caught starting the season without sails.

The pre-season is also the perfect time to examine the mast and the riggings. A rusted shroud can cost you dearly if it causes a broken mast. Also make sure that the halyards are in good conditions and can last the ups and downs during the entire season. Climbing the mast to install new halyards is not a pleasant job especially if you weigh 200 kg.

Like you, I can't wait to start a new season of sailing activity. I hope the effect of the huge snowfall does not cause a high water level in the spring. I hate to see the BYC boats stranded in the harbour with no place to go.



JAM RACING
(Jib And Main only)

by - Tony Latus – JAM Rep.



Ready for 2019 racing? Last year the JAM fleet totalled almost 50 boats, generally dominated number-wise by NSC, except for those few hardy BYC & CVGR competitors. With PHRF handicaps ranging from 96 to 289, the JAM fleet has huge speed differentials, which sometimes becomes very apparent at the marks. That's a nice way of saying "OMG, does that boat not see the other one, approaching at 3 times it's speed, to the same point on the water??". Well, everyone survived, no boats were cut in half, & seamanship & sportsmanship were evident all round. In 2018, Wind Warrior, Apex (CVGR), Waskana & Moon Beam showed NSC that they couldn't dominate this fleet altogether. You could too.

More to the exact point of JAM, as far as not flying spinnakers is concerned, on the typical downwind leg in the spinnaker fleets, a fair number of those boats spend a good portion of their short downwind leg either sorting out spinnaker problems or getting their launch/recovery completed properly. So you ain't missing that much, unless of course you actually enjoy yelling at your foredeck & finger-pointing. In fact it is very pleasant to calmly focus on all the many other things that deserve your attention, specially on a blustery day, leaving the worries & stress of spinnakers far behind you.

Last year I spoke to a fair number of JAM racers, & heard almost no complaints or concerns. I am always

available if there is an issue about JAM racing that you want looked at. I also function as BYC's Race Committee Liaison 'go-between', so I'm aware of the goings-on in other fleets too. So remember, in the JAM fleets you will find intense & skilled competitors to go up against, but also the more relaxed social boats that are just as happy to say "go ahead!" if you are at the mark neck-and-neck with them. You'll soon find out which one is which! If you need any tips or other insights into JAM racing, please get in touch with me either at my Club email address (jamRep@byc.ca), or around the harbour.

Hope to see you out there next year!

LASER FLEET NEWS

by –Andrew Fraser (Director)



Spring is not here but the anticipation of another great Laser season is building. As I type this, I am considering heading to Cabarete, DR, to the Laser Training Center to join a number of masters for a preseason 'Caribbean Regatta' and training session. Seems like a good idea given all the muscles I have recently built up with shoveling - but do they translate to sailing?

I will get to the upcoming season in a minute but first wanted to give Nic Kim an opportunity to tell us about the amazing elite Laser team that he has been running/coaching for a number of years.

OVER TO YOU NIC



BYC Laser Team

Britannia Yacht Club has had a long history with the Laser dinghy since its humble beginnings almost 50 years ago. The Club now has one of the largest Laser fleets in North America with 20-25 boats on a good Wednesday race night. With strong support from the club members and staff, the BYC Laser team, comprised of 10 athletes, is now one of the top teams in the country with several podium finishes in 2018 at regattas across Ontario and Quebec. For most on the team, 2019 will be their 4th year in the boat and their developed sailing

abilities will allow them to test their skills at national and international regattas including (amongst others):

- 1) Icebreakers Regatta (Toronto, May)
- 2) Laser Canadians (Beaconsfield, May)
- 3) Laser North Americans (New Jersey, July)
- 4) Laser Youth Worlds (Kingston, July)
- 5) Youth Nationals (Kingston, August)

Focus, dedication, perseverance, and grit are major life skills that these youth sailors are developing every day. To succeed this year, our athletes will devote every weekend during spring/fall and their entire summer for training drills, fitness, a healthy lifestyle, travel, and studying their on-water footage. As members, your support and encouragement continue to motivate the athletes to train hard and devote the entire year to their sailing goals. Thank you!

You can also help out the sailors by hiring them this spring to do some boat work for you, they're great workers and the money they earn goes towards new sails, equipment, and regattas.

On water training starts the first weekend in May, so come out and cheer on the team as they navigate through the spring icebergs of Lac Deschenes.

See you on the water,

Nick Kim

Congratulations Nic and team! Let's keep BYC on the podium when it comes to great Laser sailing in Canada.

With that said, there are a number of things I want to let you in on with regard to the racing this summer. We have amended the SI's a bit to change the Wednesday night start order (Lasers first) and incorporating a set finish line. This will allow a smooth flow of multiple races. We are a very welcoming bunch, so if you want in on the Wednesday - fun on and off the water - feel free to reach out or come see us in the spring.

On the regatta front, we are running the Britannia Cup again on June 14th. - you will recall last year we had Masters' World's 1 and 2 competing and they say they are coming back! A bonus is that the Friday date leads into NSC's NOD where Lasers have a start. Next up will be the National Capital Regatta that always attracts a good fleet. In August, the 24th and 25th, BYC will be hosting the Ottawa Valley Masters' Champs. This is a fun, casual regatta that had been running for years at the Lac Deschênes Sailing Club and we are happy to carry on the tradition, for this season at least.

That is all I have for now. More to come in the next installment. Enjoy the rest of the winter!



WOMEN, WIND & WAVES

by – Ruth Martin – Women's Fleet Rep.



The sailing season is on the horizon at last. Over the winter, our BYC Sailing Committee got together for meetings to prepare for the 2019 season. As well, the Clubs worked together on several shared interests.

Regarding women's racing - last season's trial creation of 2 separately scored classes within Monday night's Fleet 1 received positive feedback. This structure will now be implemented on an ongoing basis. As described in the Sailing Instructions, Fleet 1A covers uncoached boats with a registered PHRF rating of 200 or less while boats with a PHRF greater than 200 are assigned to Fleet 1B.

Another subject for interclub review was the protocol for sharing onshore race postponement and cancellation decisions. Traditionally, the NSC officer in charge called the BYC bar when Monday night race decisions were made onshore. Last July, an additional step was added: direct communication of onshore decisions between the NSC and BYC women's representatives. This sped up sharing race-related information with all skippers. In 2019, we will continue to use both approaches to share information as efficiently as possible.

An open Women's Racing Meeting will take place on the Upper Deck on Monday, May 6 at 7 pm. The meeting is open to all BYC participants in the Women's fleet as well as members interested in learning more about Monday night racing. New and potential members are welcome to join us. Last year, some new racers found opportunities to crew via networking at this early season meeting. Agenda items will include: issues related to the Women's fleet and crew bank; initiatives for the 2020 season; and the 2019 Sailing Instructions for women's racing.

In 2018, the women's sailing season was extended to finish the same week as Tuesday and Thursday racing. This extended schedule will continue this year. Series I will run from May 27 to July 22, a total of 8 races (no race July 1). The Series I Raft-up will take place on July 22. Series II will start July 29 and continue through September 23, a 7-race series (no races August 5 and September 2).

Our end-of-season banquet will be held on the Upper Deck on Monday, September 30.

Given last year's impressive turnout of a dozen boats for our first Women's up-river race, BYC will host an interclub women's race again in 2019. The start is planned for 14:00 on Saturday, August 24 and will follow the Queen's Park race course, approximately 8.4 Nm. All types of sailboats are welcome to participate. Like Monday night racing, this up-river race will have results

for coached and non-coached teams. Save the date and invite your friends to join us.

Dates to remember for the 2019 sailing season include:

WOMEN'S RACING MEETING – May 6

SERIES I STARTS - May 27

SERIES I RAFT-UP - July 22

SERIES II STARTS - July 29

INTERCLUB UP-RIVER RACE – August 24

RACING BANQUET - September 30

We are starting to plan for next year's Women in Wind Conference and have reserved the Club for Saturday, April 25, 2020. As in the past, this interclub conference will aim to provide an environment where women who are experienced racers, cruisers and new members alike can improve their sailing skills. At last year's conference, speakers covered basic to advanced sailing levels. Presentations included sail trim, Race Qs and learning to communicate on a sailboat among other subjects. Let me know if you have suggestions or would like to volunteer as a speaker or organizer at next year's event.

If you are looking for information on sailing events, there are several sources for news. In addition to the Full & By, material on women's sailing activities is posted on the BYC website's Women's Fleet page. For those on Facebook, the Ottawa Ladies Sailing Facebook group is another source of information that also offers the opportunity to participate in sailing discussions.

Women interested in being included in the Monday evening racing crew bank, members who might consider loaning their keelboats on Monday nights to allow us to expand the fleet and anyone with suggestions for women's racing can contact me at womensrep@byc.ca

Youth Report

By – Lisa Shishis (Director)



I am looking forward to another great year as Youth Director. This year we will be building on a great Learn-to-Sail program. Our order has been placed for 8 new Optimist style boats to support our CANSail 1 & 2 programs. Registration has been open for a couple of weeks now and registrations are coming in. We are currently interviewing instructors for this summer, if you know of anyone who would be interested, please have them contact the office.

I am very happy to announce that we are very glad to have our Laser Race coach, Nick Kim, returning for another season with us, as well as our Opti Race Team coach, Hubert Pelletier. As a parent of a racer, we are very lucky to have such amazing coaches.

Three of our race team members will be starting their season early this year. Matt Kwasniewski, Maia Kazmer-Shishis and Isabel Foy will be heading down to Clearwater, Florida, to train with the Ontario Team.

Looking forward to a great LTS season.



RC LIAISON

by – Tony Liaison, your RC Liaison Rep.



Hi Sailors, herewith a brief summary of 2018's main actions & lessons learned, under the RC Liaison hat. First off, amendments to the Club Race Office Duties & Guidelines (CRODG – great acronym!) (<https://byc.ca/sail/rules-protests-forms>), which were made over the course of last season, had a positive effect. The document was originally created with two aims in mind: (1) to give clear guidance to the RC staff at BYC on their methods, procedures & responsibilities. And (2) to give racers a better understanding of the 'how & why' of decisions & actions taken by the RC. Generally speaking, racing went more smoothly later in the season, with fewer points of contention or enquiry.

Don't forget, for any significant observations, comments, questions or complaints about RC procedures or actions (& significant means there really is action required, & it's not just a casual remark), your appointed RC Liaison Rep should be your first & foremost contact. Please try to avoid venting any frustrations directly with RC personnel, as this has proven to be well, let's say 'sub-optimal,' in making things get better right away. After investigation, anything I cannot address immediately, or via contact with members of the Sailing Committee & other relevant personnel, will be logged & pursued until someone gets back to you with answers/responses.

Main Observations & Concerns from 2018 (not in order of either importance or frequency)

- a. Separation of some Div 1 Classes into 2 sub-fleets, owing to greatly differing boat characteristics (planing vs displacement only); under review; any BYC Sailing Committee action will require coordination with other clubs;

- b. Ensuring max length possible up-winds for improved safety at the first rounding; done; CRODG was revised to indicate 1 nm for PHRF & OD fleets, whenever possible;
- c. If triangle courses are set, attempt 1-mile/side equilateral course shapes; done; CRODG revised to reflect this, subject to proximity to navigational hazards;
- d. Ensure the CRODG doc is posted on BYC website & easily found; done;
- e. Increase use of VHF by RC, for OCS calls, other race info, etc; in progress; Sailing Committee to review;
- f. Improve visibility of flag hoists on Bob Ross; done; larger sized outfit procured & provided to RC;
- g. Make extended courses 'standard' for Div 1, except when light airs would preclude it; done; CRODG revised to reflect this;
- h. Ensure start line bias is never excessive; done; CRODG SOP is to consider 10 degrees Port-end bias; however on shifty days it will be impossible to please all racers & starting groups;
- i. Ensure RC is capable of setting marks exactly where they want them, using necessary electronic nav aids; in-progress; existing 'Chart-plotter' hardware status unclear;
- j. Clarify Interclub policy on scoring of races, subsequent to abandonment while racing; in progress; Sailing Committee has reviewed this & 2019 SIs will reflect clarifications;
- k. Provide seasoned former CROs as occasional 'sea-riders' in the Bob Ross to observe and consult with RC staff; in progress; way ahead to be determined;

In closing, I again offer my thanks to those racers & skippers who took the time to bring up points intended to make racing better & more satisfying for all. I would also like to applaud the RC personnel for consistent efforts to meet the varying demands & needs of fleets & classes. I believe this new RC Liaison link has been productive and would strongly encourage its continuance. Anyone wishing to volunteer for this interesting & informative role is invited to contact me & the Fleet Captain at any time. The job comes with a special shirt, pictured here.



from - Kirk Robertson – Handicapper & Jury Chair



PHRF

- 1) PHRF fees for 2019 are now \$40.00. Your bill will be updated by office.
- 2) The NFS delta update has been delayed to 2019.
- 3) PHRF Central Council has endorsed an TOT factors (i.e. 650/(550+TOD or A=650, B=550).

PHRF New England published 3 B factors (480 for heavy air, 550 for average conditions, 600 for very light air or all windward); so using 550 should make finish times closer for Lac Deschênes.

FYI: PHRF-NE also publishes a pictorial list of class variants; interesting read

(<http://www.phrfne.org/page/620>)

RUST Series

The RUST series was declared a success and the handicap system will be repeated this year. The series is on Wednesday afternoons; everyone welcome (and we do mean everyone). I suspect you'll hear more from Tony Latus in this issue.

Canadian Optimist Championship

The Judging course has come and gone (Feb 2), but there are still lots of ways to help out for the regatta. On the web site (opticanadians2019.com) under registration; there is a volunteer registration form. It would help the organizers so much if you would sign up. (then we don't have to remember who offered, or who didn't).

PHRF Series racing (Tuesday evenings)

We are going to dual score Division 1 & 2 using TOT PHRF and NHC (a progressive handicapping system). PHRF TOT is the only score that will count, but it will give the clubs and racers more information on how a progressive handicapping system might affect racing. When you come in off the water, the differences might generate discussions around the bar.





From Tony Latus – Your Trusty Rusty Rep.

The word is out! The 2018 RUST series was a tremendous success & brought sailors & their boats out to race 17 times, some of them for their first experience ever in racing. We had as many as 14 boats on the start line: CS30s, C&C27s, Mirage 24s, Bluenoses, Tanzers, Sharks, Finns & Hobie Cats. They came mostly from BYC, but NSC put in a great showing in the latter half of the series. We still hope to see a swarm of Lasers or Optis ‘drop in’ one day, from the Youth Program. This would be fun for sure, but also very useful from the point of view of underscoring the scope & flexibility of the NHC handicap system. More on NHC further in this article.

For those who have never drunk from the goblet of RUST-racing, the 2018 Special Sailing Instructions are still available at the Club’s website & the 2019 version will be issued shortly, with minor but very useful changes. RUST is a self-contained, zero-workload-for-the-Club’s series of races, every Wednesday afternoon, June through September. Zero-workload because the start is conducted by one of the racers, and only marks already on the lake are used for the course. Upon completion of the 2018 series I conducted a survey of all RUST participants & received a unanimous expression of satisfaction, necessitating very little change. For those changes that are being put in place, there was again almost unanimous agreement. The most fundamental change was to establish S Mark as the standard location for the start, as this turned out to be very convenient for the participants, being a very short sail from either of the two clubs. Only if there is a major conflict with another event would we use an alternative starting location. This of course implies that the first leg of the race may now not be upwind, but there are no concerns about this either, since several 2018 races started on a reach and one was almost a dead run. This of course means the Rabbit Start procedure will be revised, however the Rabbit Boat’s manoeuvres & timings will all be essentially unchanged. Other popular changes include using as many other marks & course shapes as possible, rather than strictly W courses originally planned. Race durations will remain at 1 to 1 ½ hours, making return to the clubhouse by around 1600 very convenient.

One of the most pleasing & enjoyable features of the RUST milieu is when the entire RUST group gathers around a single area at BYC to socialize & conduct the race ‘post mortem’. In this way, RUST feels quite different from regular evening & special-event **races**, **when** crews tend to gather according to their boat. Listening to the RUST post-race talk, I often felt as though we were all part of one large crew.

The Rabbit Start system worked very well, & with a bit of practice almost all the racers got there timing & positioning down very nicely. I acted as Rabbit for every race, & by carrying out a specific set of easily identified

boat manoeuvres, reinforced by a horn-blast countdown sequence for every minute leading up to the start, everybody seemed to find it quite simple & were able to pick a preferred spot on the start line with relative ease.

The RUST Series’ use of NHC Handicap System went extremely well. NHC (National Handicap for Cruisers, sponsored by the RYA) is an innovative algorithm-based system that re-calculates handicaps after every race, thus incorporating a small element of crew performance along with basic boat speed potential, derived from sail area, tonnage, waterline length, etc. Kirk Robertson very successfully implemented NHC for RUST & the beauty of NHC is that the algorithm remains in charge; you can’t appeal it, or argue with it, and it can’t be twisted or tinkered with if someone is unhappy. And indeed, by the end of the series there had been no negative comments or anomalies, when racers might have said: “this just doesn’t look right”. With that level of success under our belt, Kirk Robertson gave two RUST info briefings late in the year & dual-scored some of the other Interclub series results so we could see the differences. My opinion, based admittedly on only 1 season of 17 races, totaling about 165 ‘data points’, is that NHC is a good & fair system. Its greatest strengths appear to be (1) racers who are consistently good are rewarded appropriately & not unfairly penalized, because the algorithm works in small incremental changes; and (2) NHC is immune to tinkering or adjusting in response to any particular boat design or crew that performs noticeably well or poorly. **n closing,** the adoption & promotion of the new RUST Series at BYC has brought new boats & crews into a regular racing venue, & also provided a convenient mid-afternoon racing opportunity for some who have difficulty mustering an evening crew for regular series. Everyone in the RUST group appears to be having fun, folks keep signing up, and we see all manner of boat classes out there going head-to-head. If you haven’t tried it yet, ask around & talk to one of the RUSTees. The photo here is from the BYC Awards Night where “The Board of Rustees” (as I like to call them) was well represented. Hoping to see you on the start line in 2019!



CRUISE WEEK

by – Catherine Trinkwon



Hopefully everyone is having a good winter and catching up on the shore projects that languish during the busy sailing season.

Cruise Week 2019 is Sunday, July 14 to Friday, July 19. We'll likely have an information session in early- or mid-June.

Sea Safety course: March 23-24. Eric Hill returns to BYC to teach the World Sailing Offshore Personal Safety course. Topics include heavy weather seamanship, emergency preparedness, damage control, weather patterns, ship abandonment, and survival at sea (and much, much more).

Practical skills training includes deploying handheld distress flares. A two-hour pool session covers life raft deployment and boarding, cold-water survival techniques, and other drills.

Completion awards a World Sailing personal offshore safety certificate, valid for 5 years. This certificate is a prerequisite for many offshore races and is an asset for crewing on passages.

Tuition: \$549 including tax

Register at <https://seasurvival.ca>

Course outline [coming soon]:

<https://seasurvival.ca/seminar-info.html>

Questions: contact@seasurvival.ca

The November 2018 F&B edition featured the first excerpt from the Sean Johnston's "Surviving Bad Weather" article. Sean and his wife, Carolyn, completed a circumnavigation on Spallpeen. We continue with a second excerpt; future issues will contain subsequent sections of his article. Again, thank you Sean for agreeing to share this interesting and valuable information.

SURVIVING BAD WEATHER – MOROCCAN ATLANTIC COAST

I left Gibraltar for the Canaries when there was a hurricane active in the North Atlantic – it was a long, long way from where I was going and obviously would not affect my 800-mile trip to Gran Canarie, duh! About 36 hours after leaving, having cleared the Straits of Gibraltar and found a nice freshening Northeaster to speed us on our way, I noticed that the following seas were increasing. Within 12 hours they increased gradually until we were in 40' to 50' waves. It was really interesting, first they were 10' then 15', then 20' and so

on, providing me and the crew (a 17-year-old kid from London, ON) with the opportunity to learn how to handle the boat at each stage. The bad part was the self-steering system broke its wind vane and spare vane within 10 minutes after the seas got to about 30'. The loss of the vane and its backup meant that we had to hand steer for the next 3 days. So for 2 hours on and 2 hours off we chugged up these waves at 4-5 knots and then surfed down them, pegging the speedo at 14kn on each wave. It was exhilarating. We had very little sail up, a few square feet of genoa and no main, and we flew along. The pull of the genoa and the long keel made the boat very stable and steerable as long as you stayed within 10 degrees of dead downwind; we didn't experiment to see what happened if we didn't stay within that limit – if we allowed a wave to kick the stern around then a broach was inevitable and, given the size of the seas, the broach would be followed by a capsize. Broaching was definitely something to be avoided.

The seas were awesome, regular, and not very steep – the slope was about 1 in 3. When I was on top of the waves it reminded me of a place I'd stayed in hilly Sheffield (England) in my younger days – you could picture a street with two rows of townhouses down in the trough of each wave and there you are careening down the back garden towards them. The wind howled when you were up top and it was dead calm at the bottom.

An interesting encounter occurred on our second day in these waves. I was steering in the huge seas when suddenly, about 20 degrees of the port bow at a range of 300 yards appeared a 50-60 foot trawler doing about 8 knots. I saw it clearly sitting atop its wave for about 3 seconds; then, it was gone. Next time I topped a wave there was nothing, again nothing, and then the third time up I caught site of its poles and the top of its superstructure just abeam about 100 yards. I looked but never caught sight of it again. I have no idea whether he saw us or not.

Lessons learned:

- In heavy seas, don't expect to see anything except water
- Regular seas, even of immense size, are not a problem for a boat or crew
- You can and should use the transition time between weather systems to learn how your boat behaves – 50-foot seas are not so scary when you have already spent hours learning in 30- and 40-foot seas!
- If I was in these sea conditions again, I'd probably stream warps or, better yet, deploy a sea brake to eliminate the possibility of broaching or pitch-polling.

Excerpt from "Surviving Bad Weather", © Sean Johnston. Reprinted with permission



Past Commodore Phil Moorman recently chartered a sailboat in the BVIs and went to the famous Foxy's bar on Jost Van Dyke. The bar has been re-built since hurricane Irma and he had the honour of placing a BYC burgee in a prominent space for all to see

BOAT OWNERS' MEETING
Sunday, April 14, 2019
1:30 p.m.
Following
BREAKFAST CLUB
(9:30 to 11:30 a.m.)

SPRING SAILORS' MEETING
Sunday, April 14, 2019
Following
1:00 p.m. Boat Owners' Meeting

SHOREY RACE
FIRST 2019 BYC UP-RIVER EVENT
(Gates permitting!!)
MONDAY, MAY 20, 2019
PHRF, SHARKS & JAM
Warning Gun - 1300 hrs. at Sand Point

SPRING 50 MILE RACE
(Also, gates permitting!!)
SATURDAY, May 25, 2019
PHRF & JAM
Warning Gun - 0900 hrs.
Special Instructions will be issued

WANT TO CREW OR NEED A CREW?

WANT TO CREW

NAME: _____ TEL.#: _____ E.MAIL: _____

Type of Boat Preferred: - Dinghy Keelboat

Sailing Preference - Racing Cruising/Day Sailing Occasional Regular

When available - Evenings Mon. Women's Tues. PHRF Wed. Dinghies Thur. O-D
 Weekdays Weekends: Overnight Day Sails

Previous experience in fifteen words or less: _____

.....

NEED A CREW

NAME: _____ TEL. #: _____ E.MAIL: _____

Type of Boat and Size: Dinghy _____ Keelboat _____

Occasional Regular Racing Cruising/Day Sailing

Racing Evening Series:

Mon. Women's Tues. PHRF Wed. Dinghies Thurs. One-Design

Racing Weekends

Cruising/Day Sailing: Evenings Weekdays Weekends

Level of Intensity in fifteen words or less: _____

DATE: _____ Leave in Club Office, attention Joan Yuile

