




2016 Club Championships      photo: A van Raalte

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This program is managed by FYC member, [Arthur van Raalte](#). If you have any questions, please e-mail Arthur at: [ss.director@fyc.on.ca](mailto:ss.director@fyc.on.ca)

**On the club website [www.fyc.on.ca](http://www.fyc.on.ca), look for this tab at the bottom of the page and you can find the link under about this program**



An invitation to all **ladies** at FYC –Sat Dec 10 noon

Will all you FYC gentlemen please pass this on to your wives, daughters, moms---

**FYC Ladies (of all ages) -a special event just for us!!!!**



We extend an invitation to all the ladies of FYC, young and young at heart, to come in fellowship to enjoy lunch together. Details are as follows:

**Saturday December 10 at noon**

**Windermere Manor - Restaurant Ninety-One: 200 Collip Circle  
In the University Hospital area just off  
Western Rd and Windermere.**

**Ample Free Parking.**

**Menu is a la carte, separate bills issued and an 18% gratuity will automatically apply to groups of 8 or more.**

<http://www.restaurantninetyone.ca/>

Colleen Ellison-Wareing heard some could not make the FYC Ladies Tea last July and she thought getting everyone together for lunch would be another lovely time. If you have someone close to you that would also enjoy joining us they are welcome with open arms. To set the holiday spirit, please consider wearing red and white or any festive attire.

Reservations will be done through Mary Watson so please contact her directly: [mwatson518@rogers.com](mailto:mwatson518@rogers.com) or **519-204-8823**

**ED NOTE: I will be there - hope you are too!!**

**FYC Wednesday Night Dinner Out– beginning Jan 2017**



Okay folks....we need to keep in touch over the winter to discuss our sailing prowess in the past season and share new techniques, books, movies and equipment we discover in our cold, cold non-sailing season. We also need opportunities for families and friends of sailors or paddlers to meet.

Once again, the Winter Wednesday night dinner out is the key.

Mike Morris will make the arrangements with the restaurant on our behalf. The dinner will be the second Wednesday of each month from January to April 2017. We have learned that if we arrive between 5 and 6PM, we can be served with the discounted early bird menu prices and are ensured that we can all be seated together.

The plan is to return to Shelly's Tap and Grill unless someone has another suggestion

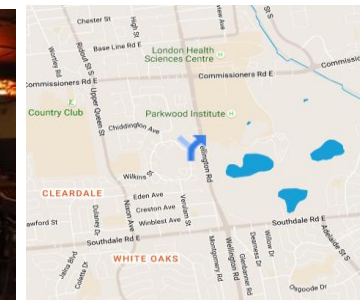
**Winter Wednesday Dinner Out**

**Location:** Shelly's Tap and Grill, 591 Wellington Rd, London ON

**Start Time:** 5:00 PM

**Details:** Arrive between 5 and 6:00 PM. If orders are placed before 6 PM you will get the early bird pricing. All sailors and Paddlers are welcome with their family and friends.

You can view the menu at <http://shellystapandgrill.com/menus/lunch-dinner>



**Watch for updates in FYC emails closer to the date**

## The 2016 Annual Budget Meeting

Monday November 21, 2016

### Annual Budget Meeting

→ Location: Aeolian Hall, 795 Dundas St. E.

→ Start Time: 7:00 PM

→ End Time: 9:00 PM



As you know, I wear a hat and a half this year, chairing the Race Committee as well. But let's talk briefly about money. Our sailing year has come to an end with all boats off the lake, and an excellent banquet, but our financial year has about six more weeks to go. In fact, there is some overlap of years, as on the 21<sup>st</sup> of November we will gather to ponder the budget for 2017.

So, a few comments about dollars and cents, if I may.

First, to help close out this year as tidily as possible, could we please ask that if you have any receipts for money you have spent on behalf of the Club or Sailing School for reimbursement before the expensive Christmas season, get those in to me ASAP. Ideally, drop off expense claims before the 19<sup>th</sup> of November. Likewise, if you have invoices from suppliers that need to be paid. Search your pockets and junk drawers NOW. Drop them off at 172 Grenfell Cres. Maybe call me at 226-268-1880 to check where I am first!

Second, please do plan to attend the November General Meeting (notices of which have already gone out). You will have PDFs of the PROPOSED Club and Sailing School budgets to look at next week, so you can discuss and massage numbers at that gathering. Any input is listened to, so that we can take full advantage of the expertise and historical perspectives of members attending. Please don't rip up your Treasurer too much at that meeting; he is only speaking for the Board as a whole!!

Thirdly, we plan to be able to accept e-transfers (Interac e-mail payments) starting the first of January. I am working procedures out with the accountant and bank now and there will be an e-blast on this in December with details.

Finally, do plan ahead for next year, to get advances if you need speedy payment for expenses that you incur. Better to ask for a cheque ahead of time, than wait a month for reimbursement. Plan to put your request in to me BEFORE the 15<sup>th</sup> of a given month, for events occurring the next month. We prepare and sign cheques at the first meeting of the Board each month.

Cheers!  
John Kabel, Treasurer

## Volunteers need for the 2017 FYC Executive

The following is the list of nominees for the 2017 Executive and Contributing Positions. As you may note, there are a few vacancies and yes, you are eligible to fill any position without prior experience. There will be a lot of help available for you – please jump right in and work with a great group of people.

### Fanshawe Yacht Club Nominating Committee January 2017 Executive

Commodore:	Chris Fogelman
<b>Vice Commodore:</b>	<b>Vacant</b>
<b>Rear Commodore:</b>	<b>Vacant</b>
Fleet Captain:	Nicholas Callender
Treasurer:	John Kabel
<b>Secretary:</b>	<b>Vacant</b>
Sailing School Director:	Arthur van Raalte
Sailing School Deputy Director:	Vera Eames
Nominating Committee Chair:	Jeff Eames

### Contributing Positions

Boat Master:	Jim Mackenzie
Club Historian:	Nina Myers
Club Steward:	Bob Magill
Communications Committee:	Sue Goldt
<b>Dock Marshal:</b>	Zsazsa van Raalte
Harbour Masters:	Marc Lacoursiere
	Rob Perquin
<b>Leasing Coordinator:</b>	Symon Karnobus
Membership Chair:	Bob Magill
Parking Area Marshal:	Paul Chessman
Public relations Chair:	Mark Cole
<b>Racing Committee Chair:</b>	<b>Vacant</b>
Roster & Handbook Editor:	John Kabel
Safety Officer:	Paul Chessman
Scuttlebutt Editor:	Sue Goldt
Sportswear Coordinator:	Chris Fogelman
Website & Facebook Coordinator:	Kevin Biskaborn/Riley McCluskey
Youth Representative:	Jillian Smith

## The State of Racing at the End of Our Year



So, I'm Treasurer, but I have also had the privilege of commanding the Race Barge through some very good racing this season. Thanks to all who came out to the Pumpkin for our close-out event.

Keeping the racers safe this year was easy, as we had very few capsizes. Good thing! Our Safety Boats were manned by a varied crew of stalwarts, including Dave Smith, Mike Van Wiechen, Paul Chesman, Jim MacKenzie, Hans Schaffner and Brian Hurst, who also doubled as Registrar and pick-pocket. Some new blood included Riley McCluskey and Kevin Adrian. Riley does like the feel of a good motor behind him!

Assisting me on the race barge this year were Bill Scott, Mark Cole and Jack Blocker. Mark snagged some excellent pictures which are starting to appear on the website. Lunch on Saturday was provided by Anita and Roy Elworthy, with some assistance from Mike Wareing and Colleen Ellison-Wareing.

The highlight for our taste buds of course was the phenomenal Turkey Dinner put on by Carlen Hone and her gang, including Faith Hone, Helina Henshaw, Nancy MacKenzie and Jim MacKenzie. Some of them hung around for the early lunch on Sunday, where we ate like kings in Round 2. Colleen's crew helped with the re-do on Sunday, which was as good as the dinner!!

Saturday's conditions were ideal wind-wise, and typically Fanshawe with the East to ESE winds and added swirlies near shore. Some light Irish mist obscured the windward mark on occasion, but all found it OK.

We started with decent wind at 6.9-9.1 kt in the first and second races. Afternoon winds were lighter in the 4.0-4.8 kt area, but climbed to 6.5 in the last race.

Good thing we had wind on Saturday, because Sunday was a first for me and many longer memories in the Club. There was no wind as the barge departed the dock for a forecast NW wind. We waited mid-lake for 40 minutes, to no avail. For the first time, I pulled out code flags "N" over "A," which I have seen used at Sarnia for too much wind. Never at Fanshawe for too little. We went back to shore, cleared the barge, and prepared for final scoring and editing of Saturday's results, and the afore-mentioned reprise of the dinner.

As we close out racing, a committee will meet several times over the winter, chaired by Arthur van Raalte, to discuss the fate of the Champion of Champions race, the handicapping of our varied fleet of keelboats and other one-of-a-kind vessels in the

Open classes, and other things. One change that will occur is the use of a bright pumpkin as the windward mark next year. We may put our trusty white striped buoy to use as the pin end, or get some really bright balls to replace the small pumpkins at the pin; these are no longer available from our Canadian suppliers. Seems like it is "go big or go home."

In summary, we have seen some great close racing from the barge this year. I certainly look forward to going at it again.

John Kabel, Race Committee Chair

### 2016 Pumpkin Regatta: Racing Results

Oct 1 - 2, 2016 | 31 Sailors | Photos

**LASER** Entries: 5 Races: 4  
Sailors: 5 Drops: 1

Place	Skipper	Sail No	Club	Points	R1	R2	R3	R4
1	Kevin Biskaborn	178654	FYC	5	1	3	4	1
2	Brad Biskaborn	187137	FYC	6	3	1	2	3
3	Rick Goldt	38585	FYC	6	2	2	3	2
4	Jillian Smith	/	FYC	9	4		1	4
5	Jens Biskaborn	20791	FYC	14	5	4	5	5

**Y-FLYER** Entries: 5 Races: 4  
Sailors: 10 Drops: 1

Place	Skipper	Crew	Sail No	Club	Points	R1	R2	R3	R4
1	Richard King	Jacob Hone	2794	BLSC	4	1	2	2	1
2	Ed Hone	Jordan Hone	2795	BLSC	5	2	1	3	2
3	Lawrence Lynch	Lynn Okanski	2687	FYC	9	4	4	1	4
4	Colin King	Natalie Chaylt	/	BLSC	9	3	3	4	3
5	Ken Staples	Maggie Gram	1791	FYC	15	5	5	5	5

**WAYFARER** Entries: 3 Races: 4  
Sailors: 6 Drops: 1

Place	Skipper	Crew	Sail No	Club	Points	R1	R2	R3	R4
1	Sue Pilling	Steph Romaniuk	397	PSYC	3		1	1	1
2	Al Schonborn	Bruce Clifford	3854	TSCC	5	1	2	2	2
3	Mike Codd	Kirk Tredale	4600	TSCC	9	3	3	3	3

**OPEN A** Entries: 2 Races: 4  
Sailors: 3 Drops: 1

Place	Skipper	Crew	Sail No	Class	Club	PN	Points	R1	R2	R3	R4
1	Calum Mackellar		1202	Phantom	BLSC	91.1	3	1	1	1	1
2	David Von Wahl	John Kuntz	/	Trimaran	CSC	86.0	6	BNC3	2	2	2

**OPEN B** Entries: 5 Races: 2  
Sailors: 7 Drops: 0

Place	Skipper	Crew	Sail No	Class	Club	PN	Points	R1	R2
1	Mike Morris	Ted Doholis	1747	Edel 540	FYC	97.0	3	1	2
2	James Scudamore	Shawn Ellison	3	CL 14	FYC	101.2	5	4	1
3	Bob Magill		1305	Tanzer 22	FYC	95.3	5	2	3
4	Marty Jackson		4	Siren	FYC	114.1	7	3	4
5	Mark Anderson		384	CS 22	FYC	94.1	10	5	5

All photos of the Pumpkin Regatta were taken by Mark Cole. Thanks Mark!!!!



**ED NOTE:** Thank you for help provided by club members to man the safety boats for the regattas this season. In the past, we had an outside group provide people for the safety crew as part of their training, but this season, they decided to charge a fairly high fee to be available. The decision was to

return to asking the membership to help. Thanks again to all the safety boat crew for your help!

All Wayfarers were from out of town. They missed our FYC Wayfarer sailors! Al Schonborn and Bruce Clifford to right



Race Committee Chair – John Kabel and prizes



## Race Officers Wanted

**Sarnia Yacht Club will be hosting a Sail Canada Race Officer's course on March 4 and 5, 2017. Cost for the course itself if \$70, which includes material and a lunch both days, I believe.**



This would be an excellent time for two to three FYC members to become new Assistant Race Officers, or refresh past training. I will take one slot, for mandatory training to finally boost my rank from Assistant to Club Race Officer. This will be especially important as the Racing Rules of Sailing will go into a new version for 2017-2020, starting in January. While this training is not mandatory to help at our regattas, it is worthwhile to broaden your understanding of regatta management and course laying.

It will have additional impact since the Club has agreed to host the Sailing venue for the Ontario Summer Games in 2018. ARO or CRO status will be mandatory to assist at that regatta.

Members interested in being formally trained should let me know before the end of November, if possible.

John Kabel, Treasurer and Race Committee Chair

## 2016/17 FYC Meetings

### Executive Meetings

All Executive meetings are held on the first Monday of each month. If you have an item that you would like to add to the agenda, please speak to a member of the executive or the secretary prior to the meeting

### General Meetings

Location: Aeolian Hall, 795 Dundas St. E.  
Start Time: 7:00 PM  
End Time: 9:00 PM



Nov 21	Annual General Budget Meeting
Dec	no meeting
Jan 16	Annual General Meeting
Feb 20	General Meeting – Club Championship Debate
Mar	TBA

# The Gowrie Safety Report

Safety & Loss Prevention Insights



## Understanding Electric Shock Drowning

Soon boats will be launched, kids will be swimming, sailing programs will start, and marinas will be in full operation. With this in mind, now is a good time to increase your knowledge of Electric Shock Drowning (ESD). Many people have never heard of ESD, and those that have typically don't realize the common situations that can be putting people at risk for ESD.

**These common waterfront scenarios** seem innocuous, however ESD should be considered as a risk in each. This Gowrie Risk Report helps explain why.

- A sailor cleaning their boat's bottom before a weekend race.
- A powerboat owner swimming to inspect a new propeller while tied to the dock.
- A marina employee falling off a new dock.
- A boat owner climbing out of the water using the metal ladder on their swim platform.
- A group of kids jumping off a marina dock and using the marina's emergency escape ladders to get out.
- An orange extension cord draped across a lake dock to charge a ski boat's battery.

**What exactly is Electric Shock Drowning?** ESD is caused by alternating current (AC) flowing through fresh water encountering a human body. The current tries to pass through the body and causes skeletal muscular paralysis, which ultimately results in a drowning. The electricity tends to enter the water from an electric fault from a nearby dock or marina's wiring, or from a boat that is connected to a power supply. Often, the electric fault occurring from the boat is intermittent and only leaks current into the water when a switch is flipped and an electrical device cycles on.

**Why have I never heard of this?** ESD is a relatively new problem, given that 20 years ago very few docks were powered. Given the prevalence of electric boat lifts, lights, and shore-power connections on docks of all sizes and at nearly every marina, the risk of ESD is real today. In the 80's it was commonly considered safe to dive off a dock without a thought of ESD. Today, the common summertime activity of swimming off a dock or diving under a boat can result in a tragedy.

**Fresh vs. Salt Water.** While ESD can occur in salt water environments, the risk is much higher in fresh water bodies of water (lakes, ponds, rivers) because of differences in conductivity. Salt water naturally has a high conductivity and low resistance, so leaking current in water tends to go around a human body to stay in the low resistant salt water. In fresh water, which has low conductivity and high resistance, the electrical fault or current seeks a path of lower resistance to get back to its source – and a human body can serve as this low resistance path. Fresh water is nearly 70x more resistive than salt water.

**Tiny Amounts can be Deadly.** In fresh water, minute amounts of leaking alternating current can kill. Just 15 milliamperes (mA) can cause skeletal muscular paralysis, while 100 mA can cause death with a few seconds. (Captain David Rifkin, USN retired)

**Faulty Wiring.** Many times, it is later discovered that the leaking current in an ESD resulted from faulty wiring done by an amateur, which did not meet marine code. The marine codes in play are NFPA 303 (Fire Protection Standard for Marinas and Boatyards), NFPA 70, and National Electric Code 555 (NEC). Often boats not wired in accordance with standards set forth by the American Boat & Yacht Council (ABYC) can be a source of AC leakage. Ed Sherman, a certified master technician and Vice President and Education director at the ABYC shared with Gowrie Group his recommendations related to marine wiring and reducing ESD risk. *"One of the most common sources of AC ground faults on boats are onboard water heaters that have developed electrical leakage in their heating elements. This is not enough to trip a fuse or circuit breaker, but it is definitely enough to present a potentially dangerous level of electrical current into the water around a boat. Boats that have had electrical repairs performed on*

*them by land-based electricians are also often the cause of leakages. Non-marine electricians will often innocently wire boats as they would a home, without knowing that the wiring configuration requirements on boats is quite different from homes. I strongly recommend that you only have your boat wiring performed by and checked by an ABYC certified marine electrical specialist."*

### Preventing Electric Shock Drowning (Source: [ESD Association](#))

- **Don't swim** in or near freshwater marinas, docks or boatyards energized with 120-volt AC power.
- **If you are a boat owner**, have your boat inspected by an electrician with current ABYC (American Boat and Yacht Council) Electrical Certification or by an ABYC Certified Technician.
- **If you keep your boat at a marina**, talk to the marina owners or operators about the danger of electric shock drowning. Ask if GFCI's are installed on all shore power pedestals and on all marina wiring circuits. Ask if their marina is regularly inspected by qualified electricians who are familiar with National Fire Protection Association Codes: NFPA 303 and NFPA 70.
- **Tell others about the danger** of Electric Shock Drowning.

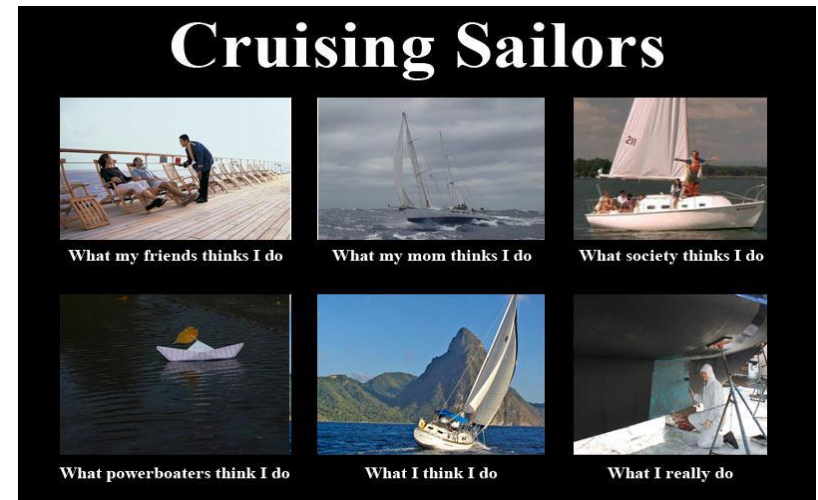
### These additional resources provide valuable details about ESD:

- [Electric Shock Drowning Prevention Association](#)
- ["Does Death Lurk Below,"](#) Boating Magazine article
- ["Preventing ESD at Marinas & Yacht Clubs,"](#) by Ace Insurance
- ["ESD, What You Need to Know,"](#) technical article by ABYC Master Tech, Ed Sherman

**Gowrie's Safety & Loss Prevention insights are created by Kellie Crete and Whitney Peterson.** Kellie manages Gowrie Group's Safety & Loss Prevention practice area and has more than 25 years of experience in safety and loss control, and specializes in advising the marine industry and other niche segments of the commercial marketplace. Kellie is an OSHA authorized instructor. Whitney Peterson is Gowrie Group's VP of Marketing. She is responsible for client communications, branding, strategic partnerships, and outreach. For more information, [kelliec@gowrie.com](mailto:kelliec@gowrie.com), [whitneyp@gowrie.com](mailto:whitneyp@gowrie.com), or [www.gowrie.com/safety](http://www.gowrie.com/safety)

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**Sources:** Electric Shock Drowning Organization, Ace Insured, Boating Magazine, ABYC, Ed Sherman.



Make your own picture like this: <http://jonathanbjorkskog.com/pic>

## From our resident author – a cautionary tale!

### Don't Do **What He Did**

By **Colleen Ellison-Wareing**  
October 1, 2016

I was enjoying a peaceful sunny afternoon on our sailboat, tied up opposite a dock, when I witnessed something that gave me cause for reflection and a change in attitude.

The area we were in hosts a multitude of sail and power boats and a myriad of water-related activities, including jet skiing, canoeing, paddle boarding, fishing, and kayaking. I enjoyed watching the antics of the participants and the activities of the vessels while relaxing all day on my boat.

It was getting late in the afternoon and the wind had picked up, causing swells of three to six feet. I noticed two kayakers approaching through the rough waters. The lead kayaker deftly cut his paddle into the swells and was swiftly making his way through the choppy waves. The kayaker following him was falling behind and appeared to me to be struggling. Then the second kayak overturned and I could barely make out the figure flailing in the rough water.

The lead kayaker had expertly turned into calmer waters and beached his kayak. He set about emptying the water out of his vessel, apparently oblivious to the distress his partner was experiencing. In fact, he didn't appear concerned that his mate was out of his view.

Hints of orange plastic peaked out from the swells every few seconds, but the dark image of the flailing kayaker began to fade from view. My husband, Captain Mike, was just about to get in our dinghy to offer assistance when I noticed a bright yellow power boat popping up through the waves in the kayaker's vicinity. We were relieved that a vessel was close enough to assist the man who must have been quite weary. Within a few minutes, the rescue boat was dragging the kayak with the kayaker clinging to it.

The kayaker in the water was struggling even though the rescuer brought him into calmer, wave-free water. I couldn't figure out why until they approached our boat. That's when I noticed that only the top clasp of the kayaker's life jacket was fastened. Though he was no longer battling swells, his life jacket was no help. It appeared that the jacket was too large for him and the top opening was digging into his neck, propelling his head towards the water. The rest of the jacket was flat out on the water instead of providing any stability. The desperate man was literally fighting the life jacket to prevent himself from going under the water.

We called out to him, offering the use of our swim platform — it was inches from him, whereas the sandy beach was still 20 feet away. At this time the lead kayaker finally focused on what was happening in the water, calling out from the shore that his friend needed to follow his boat onto the beach. The waterlogged kayaker was clearly struggling, so my husband stood on the swim platform and encouraged him to

disregard his companion for the moment and come aboard to compose himself. We pointed out to him that the waves would naturally beach the kayak, so he sheepishly boarded our boat for a bit. Eventually he made his way to the dock and was reunited with his kayak on the shore.

After witnessing the kayaker's struggle, I gave my own boating routine a lot of thought. Though I may have done so before, I would never take a slack attitude towards the complete fastening of my life jacket again. Furthermore, I saw how imperative it is to wear the correctly sized jacket with the straps adjusted and fastened. As a further lesson, the lack of camaraderie exhibited by the lead kayaker was appalling as I wondered about the skill level of the following kayaker. Be it a kayak or a larger vessel, knowing your limits and operating within them is vital.



By **Colleen Ellison-Wareing**

Published in

**BOATING TIMES** LONG ISLAND  
We Make It Easy To Have Fun On Your Boat™

ED NOTE: Check out Colleen's kindle books "Summers on Sailboats" at this Amazon website: <https://www.amazon.com/Colleen-Ellison-Wareing/e/B00FFJGB16>

## FYC History - Fanshawe Lake March 1959



## The 2016 Mackinac Race (Brian's Bucket List) -Jul 15-17

Back in 2002 I had bought a 30ft Ticon Sailboat. It came with double of everything (nav. lights, Loran, emergency rudder, etc). The sailor's in my marina when seeing her said, "probably a Mac boat". So I looked into it. Sure enough the boat had done several Mackinac Races and when I discovered that this was the longest running, long distance fresh water race I was hooked.

As usual, life got in the way and several years and boats later I was finally able to consider it. Several things needed to happen. First I needed to get the support of the family (no problem), time off work (booked way ahead) and the last and most difficult, a crew.

Where do I find 7 people willing to train, commit time and finances, have skill and can get along for 2 days and nights together? Where else but at the Fanshawe Yacht Club.

Here come the FYCkers.

Looking for excellent sailors that can all get along in close quarters for 2 days and nights can be problematic. The initial crew list included Chris Milne, Rick Goldt, Jim Mackenzie, Marc Lacoursier, Rob Perquin, Ted Slivinski, Elayna Hurst and myself. I reached out to them and gained their commitment for the race.

We had several meetings at our house but I think we partied more than planned. The Beer tasting and chilli contest was especially memorable. This was where the term FYckers was hatched. Rob also became the planner for the accommodations as the island gets booked early for that week. While we planned the sailing route, the ladies planned the shopping trip.

The real preparation came with me signing us up for the special series with the Port Huron Yacht Club. This series of races would allow us to learn to work together as well as learn the new sails and rigging. In addition to the Special Series we also signed up for the Night Race in preparation for the Mac.

We did excellent in the Special Series getting first in our class overall (First Canadian boat to do this), but not so well in the Earl Smith night race. This is where we learned how important VMG is and why instruments are important for night racing. In addition to these races we had some great casual sailing days where we tweaked our Spinnaker controls and learned the roles and responsibilities.



The week before the race there was some sad news when we found that Marc was not able to join us on the race. Carleen stepped in and made an excellent addition to the crew.

Day of the race, crew showed up promptly at 9am with all of their gear. After stowing it and posing for the team photos we were off. If you've never seen the parade to the start of the Mac it is a sight to behold. Just like the big sailing regattas you have over 200 sailboats motoring up the river pass the crowds lined up on the shore. You really feel like rock stars. In addition to these boats you have the spectator boats, police boats, committee boats, etc. It is utter bedlam, but very exciting.



For start there is a staging box that you need to stay out of until it is your time to prep. For this race there were a total of 13 starts and we were start 8, so 12:50pm. We actually didn't start that bad only being about 40 seconds off. In a race of days that didn't mean much. With the wind direction being from the South, we popped the chute shortly after the start. This sail would be up for the next 30 hours.

Initially there were a lot of boats around us but we gradually gained and passed the slower classes, a lot of the faster fleets also split as they headed for the cove island course. Carleen and Jim were especially excited when the Orma 60 trimaran Arete came flying through the fleet.

The crew settled in to a routine of trimming, scanning and taking hourly updates of position. This was especially interesting; as the race went on they seemed to come up more often even though we took them only on the hour.

Supper the first night was salmon and asparagus (prepped by Nath) and was incredible. After that we had excellent food prepared by various crew during the trip.

The boat handled wonderfully, we maintained an average of 7.5 knots for most of the race. An especially exciting time came at 1am Sunday Morning when the tack let go for the Spinnaker. The decision was made to bring it inside the cabin in order to repack, so 960 square feet of sail landed squarely on Elayna's lap while we worked out the issue with the tack. What had happened was the block holding the tack twisted apart and the jaw's let go on the rope. We reworked the attachment point and the chute went up again. Strangely enough this was just in time for a shift change.

Sailing at night was very interesting. We had Red LED flashlights and headlamps. Trimming the chute was done by looking at the outline against a lighter sky. Navigation was strictly by instruments. You could see other sailboats ghosting along in the distance.

Sunday afternoon found us with light and variable winds. For a period of about 3 hours we were lucky to make any headway. I put Jim at the helm and he managed to keep us in the right direction. Once the wind came back up we were in excellent position to continue.

We had another interesting occasion when we were parallel to a freighter and needed to cover the spinnaker in order to reduce speed and duck below the stern.



Late in the afternoon we heard reports of an oncoming gale and the wind started to build. We shortly started to see spinnakers exploding in front and behind us. We decided to reduce sail and put a reef in the Main and furlled the Jib to about 100%. Everyone donned harnesses and strapped in. This was done just in time as the winds quickly built up to over 48 knots and the rain came down.

The captain was white knuckled at the helm but the boat was still heading in the right direction. Wind was still building and at one time the Wind indicator registered 99.9, I'll assume it was just above calibration range. With the wind came building waves and it was a lumpy ride. Six crew were on the high side in the cockpit and Carleen was at the companion way using a secondary App on her phone to help get us to the channel.

A couple of times we had boats appear out of nowhere and crossed our bow or stern as the rhomb line became narrow to the finish. One idiot actually was running without lights, either because of a failure or stupidity.

The shoreline was a confusing mass of lights as the City lights were mixed in with any navigation lights. Between the Chart plotter, sharp lockouts and Carleen's excellent direction we hit the entrance bang on with our last tack. As we crossed the line at shortly after 3am the Race committee shone bright white lights at us to register our sail numbers and we continued on into the channel.

At the same time as we were entering, so was a freighter. Soon they were blasting their horn at the racing boats and shining their spotlights directly into our eyes. It was complete chaos as we started the engine, took down the sails, and tried to find the entrance buoys to the marina.

The exhausted crew tied up to the C dock and high fives were exchanged. As a good friend of mine says after every dockage, "We cheated death again."

As the crew tidied up the soggy mess of a boat I ran to the port authority to register the crew with customs, a note was pasted to the shack indicating the phone was

down and use the number posted. I went back to the boat and called into Customs. After giving the information for 4 of the crew the customs official said, "Ok, that's enough; the form only has room for 4 names". Are you kidding??? I insisted on registering the rest of the crew so they had to start a new form. Luckily we didn't need to wait for an inspection.

Our shore crew came to the boat and greeted us. Our horse drawn cab was called. We made our way to the condo and dropped into an exhausted sleep. I woke up before noon as I needed to transfer all the race information to the committee and pick up our boat package. This is where I saw the unofficial results; we were in tenth out of 22 boats in our class and 57<sup>th</sup> overall for the fleet. Excellent results for a cottage boat that was being sailed by crew new to the Mac race.

To put this in perspective:

Class J - Cruising Class								
Sail	Boat	Owner / Skipper	City, State	Distance Raced	Rating	Finish Time	Elapsed Time	Corrected
USA 659	<a href="#">Freedom</a> <image003.png>	James Cooper	Grosse Pointe Park, MI	207	120 / 0.970 1	Sunday - 20:26:51	31:36:51	30:40:14 1
USA 5119	<a href="#">Wind Toy IV</a> <image003.png>	Robert Bunn	Grosse Pointe Farms, MI	207	120 / 0.970 1	Sunday - 20:45:20	31:55:20	30:58:10 2
USA 5249	<a href="#">Just Chill</a> <image003.png>	David Greene	West Bloomfield, MI	209	117 / 0.974 5	Sunday - 23:20:55	34:30:55	33:38:08 3
USA 25379	<a href="#">Audacious</a> <image003.png>	Joe Mocerri	Oakland Township, MI	210	105 / 0.992 4	Sunday - 23:25:20	34:35:20	34:19:29 4
USA 25664	<a href="#">Pirate</a> <image003.png>	Com. Jeff Henderson	Clarkston, MI	213	138 / 0.944 8	Monday - 02:08:31	37:18:31	35:14:53 5
USA 10211	<a href="#">FreeWay</a>	Doug Carlson	Grosse Pointe Park, MI	210	120 / 0.970 1	Monday - 01:21:25	36:31:25	35:26:00 6
USA 25677	<a href="#">Last Run</a>	Richard Van Houdt	Cheboygan, MI	209	120 / 0.970 1	Monday - 01:39:23	36:49:23	35:43:26 7
USA 25627	<a href="#">Hibernia</a>	Gregory DeGrazia	Birmingham, MI	214	138 / 0.944 8	Monday - 02:44:37	37:54:37	35:48:59 8
USA 15152	<a href="#">Limerick</a>	Darrell Cope/Kevin Pearce	Plymouth, MI	211	129 / 0.957 3	Monday - 02:15:14	37:25:14	35:49:20 9
CAN	<a href="#">Verity III</a>	Brian Hurst	London,	213	141 /	Monday	38:26:2	36:09:32 1

6287	<image003.png	Ontario	0.940	-	3	0
	>		7	03:16:23		

Our Competition:

**Freedom:** Finished first over all for shore course: Previously won class and overall in 2012.

**Wind Toy IV:** Finished second overall for shore course: Wind Toy IV is a Morgan 42 owned by the Bunn family since she was built in 1970. After a story book finish last year winning our class the same year Rob and Bob completed 25 and 50 Mackinac races, we hope to do it all again this year. We have the same, great crew who are hungry for some more success.

**Just Chill:** This will be Just Chill's fifth Port Huron to Mackinac race. With a 7th in 2012, a DNF in 2013, 4th in 2014 and a 4th in 2015

**Audacious:** This is our fourth BYC Mackinac race.

**Pirate:** Pirate sailed its first Mac Race in 2012, Commodore Jeff Henderson is the 2012 Commodore from Bayview Yacht Club, and the 2005 Commodore of North Star Sail Club with over 30 Mack Races under his belt.

**FreeWay:** Between the current "Freeway" and the original, a Chance 32/28, we've amassed two firsts, two seconds, and a third place in the BYC Mac Race. This year's crew has a total of 144 BYC Mac Races between them; nearly all of these sailed on the "FreeWay". Two of the crew, Doug and Roger, are Old Goats.

**Last Run:** This will be my 25th Mackinac Race. I have raced my boats 9 times and have been a crew member 16 times. Going into this race I have 6 first place finishes, 1 overall finish, 1 second place and 2 third place finishes. Looking forward to joining the Old Goat club

**Hibernia:** Second Place in 2015! Hibernia II is a Beneteau 40 commissioned May of 2008. Owner Greg DeGrazia sails Hibernia out of the Detroit Yacht Club with a sailing crew of 8. This is the 10th Mackinaw race the Hibernia crew has sailed

**Limerick:** Limerick is carrying on her winning tradition of family, friends and fun. 32 Macs and still going strong.

Us: **Verity III:** First year racing the boat, first year for the Mackinac and crewed by people that have never sailed in the Mack before.

If you've never been to Mackinac Island before it is a wonderful place. No motor driven vehicles and horse drawn carriages everywhere. When you call for the cab, it may need to rest and feed on the way to your destination. Lots of great food and shopping, a real tourist Mecca.

On Tuesday was the Bayview Mackinac party. There was free beer, free vodka, free wine, free rum, but no free food. Lots of free cozies, glasses and floaties. The music was great and our shore crew enjoyed themselves tremendously.

Next year, the race is on July 22<sup>nd</sup> and you can bet that Verity III will be on the start line. (All my Mack gear is good for 2 more years).

Brian Hurst, Noble Captain of the FYCkers and Verity III



## Fanshawe Sailors share in Verity III's racing record at the Port Huron YC

This picture is from the Port Huron awards banquet October 22<sup>nd</sup>. Verity III got a number of awards for the Special Series. Every race was crewed by Fanshawe sailors and their families.

### Special Series The Class was Cruising Asymmetrical.

Blue Point Race: Third Place  
Pac Man Race: 5<sup>th</sup> Place  
Saint Clair River Race: DNS  
Port Sanilac Race: 1<sup>st</sup> Place  
Sarnia Race: 2<sup>nd</sup> Place

**This gave us 1<sup>st</sup> over all for the special series.**

We also got the Richert's Cup for 1<sup>st</sup> to Pt. Sanilac

Crew Included (in no particular Order)

Rick Goldt  
Chris Milne  
Nicholas  
Callendar  
Jim MacKenzie  
Arther van Raalte  
Duco van Raalte  
Rob Perquin  
Marc Lacoursier  
Ted Sllivinski  
Brian Hurst  
Elayna Hurst  
Ravi Tenaji



Cheers  
Brian

ED NOTES: This has been quite an adventurous year as FYC sailors test their mettle on our Great Lake and Sarnia's Great Lake. Very good of Capt. Brian to make this opportunity available to FYC sailors! Thanks!



Once again the club successful closed its buildings and grounds for the non-sailing season with a great turn out of members to lend a hand with the various tasks.

The club relies entirely on the help of the members to operate and it is very good to see our members take that to heart.

Many, many thanks to the Dragon Boat clubs for taking on the task of providing an outstanding lunch to the workers that day. This can be a big task with 50 to 60 people to feed. It was wonderful to sit on the deck in the sun and enjoy the lunch....and it was a beautiful day for sure!

One note, it would be really great if more folks had stayed after the lunch to help carry FYC boats into the clubhouse for winter storage. More hands would have equalled lighter work.

Little was required to be done on the second day and the kitchen was organized and closed down the week following. The work party review in photos -



Nathalie sells banquet ticket, the Dragon boat teams prepare lunch, Lori Chesman with end of year sales of club wear with her skipper Paul.



Boats stored; Walter and Mark pause for a photo



Stowing motors in Jim's van for servicing/ safety boat cleaning



Mooring paraphernalia on the barge; this year's mooring removal team; boats stored



Wore Jim's soles right off his work boots this time! Lunch on a sunny deck; sail school instructors at work

## Upgrades in the 2016 sailing season

This season, there were a few projects taken on to upgrade our clubhouse this summer.



One was an addition of a bar for club events. This also serves as an excellent servery for the kitchen for meals.

New French doors were added to the members' room to allow this space to be closed for meetings during the sailing season now that we have more paddlers and sailors using the clubhouse throughout the day/evening



As well, all the interior walls were painted sky blue through an offer from the club's youth members who offered to help improve the clubhouse. What a difference that made to both brighten the interior and declutter and resurface these areas. Looks like new!

Many thanks to the members and youth members for all the time put into these projects

## A Very Noteworthy Day for FYC by Derek Innes

ED NOTE: Derek and Marjorie Innes are FYC members-at-large currently living on Vancouver Island overlooking the beautiful Gulf Islands. Derek single-handedly grew the catamaran fleet at FYC while he was a member to large numbers – Hobies and Darts. His interest in the club has never faded and we happily receive tidbits such as the one following to share with the sailors.

Thirty-five years ago in October, 1981, Marjorie Innes of FYC was the only Canadian participating in the women's Hobie Cat 14 US National Championships in Corpus Christie, Texas. There were 29 female US sailors registered along with a sailor from Puerto Rico.

At the end of the first day of the 3 day regatta, Marjorie was first with only 11 ¾ points. This was better than Paula Alter (Hobie's daughter) with 16 ¾ points Dorian Goldberg of Puerto Rico with 20 points and Michelle Stacey of Texas with 13 ½ points. Michelle ended up winning the regatta with Paula Alter 2<sup>nd</sup>.

Marjorie had a few so-so races on the 2<sup>nd</sup> day so ended up 3<sup>rd</sup> overall out of the 31 contestants.

From the mid 1970's to the mid 1980's there would regularly be over 15 Hobie Cats racing at our June Bug and Pumpkin Regattas. One design racing- so much fun and such a great learning experience for all who participated.



Marjorie hiking on her Hobie 14 on her way back from mark 5 at the 1981 US Women's Nationals



**Need something to do this winter  
...here are a few suggestions for the sailor and naturalist**



**TORONTO INTERNATIONAL  
BOAT SHOW**  
January 20 - 29, 2017

**Energare Centre,  
Exhibition Place**

**Buy Tickets Now**

Preview Day: 2pm - 8pm  
General Admission  
Saturdays: 10 am - 7 pm  
Sundays: 10 am - 6 pm  
Weekdays: 11 am - 8 pm

## 2017 Seminar Speakers

*The Toronto Boat Show provides an extremely popular seminar series, with over 200 free seminars set to Educate, Inspire and Motivate the boater in you!*

The schedule will be updated as speakers become confirmed so make sure to check back!

In addition to the 200 Free Seminars, and for those looking for more education on specific topics we offer a variety of All Day Seminars and 3-hour Workshops presented by knowledgeable, experienced leaders in their fields. You will need to register for these seminars and workshops. So easy, just click on the topic of your choice to get more details and then continue on to the registration/purchase ticket page.

[Nigel Calder: Understanding & Troubleshooting Boat Electrical Systems All-Day Seminar](#)

Friday, January 20: 9am - 4pm

[John Neal & Amanda Swan Neal plus Nigel Calder: Offshore Cruising All Day Seminar](#)

Saturday, January 21: 9am - 5pm

[Nigel Calder: Marine Diesel Engines: Maintenance & Troubleshooting All-Day Seminar](#)

Sunday, January 22: 9am - 5pm

[Lee Chesneau: Tropical Cyclone \(Hurricane\) Basics & the 1-2-3 Rule for Avoidance Workshop](#)

Friday, January 27: 4:00pm - 7:00 pm

[Lee Chesneau: The Surface Pressure Chart Workshop](#)

Saturday, January 28: 2:00pm - 5:00 pm

[Lee Chesneau: The 500 Mb Chart Workshop](#)

Sunday, January 29: 10:15pm - 1:15 pm

[Lee Chesneau: Understanding Weather and Cruise Decision Making Workshop](#)

Sunday, January 29: 2:00pm - 5:00 pm

## Lots of ticket categories

Enjoy Exclusive VIP Experience      Friday, January 20, 2017, 2 to 8pm  
Advance tickets only

Platinum Ticket: \$100

**Exclusive ticket access and preview of the entire show without large weekend crowds, with one-on-one access to exhibitors. Be the first to take advantage of the best deals of the season!**

- Live musical entertainment
- Platinum access to delicious, catered cuisine area; plus three drink tickets per person for beer and wine stations located throughout the show
- Food will be served from 4:30 - 7:30pm in the VIP Platinum food lounge
- The option of bidding on more than 100 silent and live auction items, with proceeds benefiting children's charities

- In addition to the pre-show access listed above, includes a free General Admission ticket to return to the show any other day (January 21 to 29, 2017)
- Accompanying children of a Platinum Ticket holder: ages 6 to 16, \$30; over 16 years, \$100

**New Gold Ticket: \$35**

- Exclusive ticket access and preview of the entire show without large weekend crowds, with one-on-one access to exhibitors. Be the first to take advantage of the best deals of the season!
- Live musical entertainment
- Food & beverage available for purchase
- The option of bidding on more than 100 silent and live auction items, with proceeds benefiting children's charities
- Accompanying children of a Gold Ticket holder: 16 years & under, no charge; over 16 years, \$35

**At door Tickets – Prices include HST.**

<b>\$20</b>	<b>General Admission (17 to 64 years)</b>
<b>\$17</b>	Seniors (65 years & better)
<b>\$20</b>	Unlimited Weekday Evening Pass (Monday – Friday: between 4 and 8 pm)
<b>\$25</b>	Two-Day Adult Pass (17 to 64 years)
<b>\$20</b>	Two-Day Senior Pass (65 years & better)
<b>FREE</b>	Kids (16 & under), when accompanied by an adult
<b>NEW \$45</b>	<b>9-Day Event Pass (January 21 – 29)</b> (does NOT include admission on Preview Day – Friday, January 20, separate ticket purchase required)

**TICKETS**

Adults: \$13  
Children 12 & Under: FREE with an adult



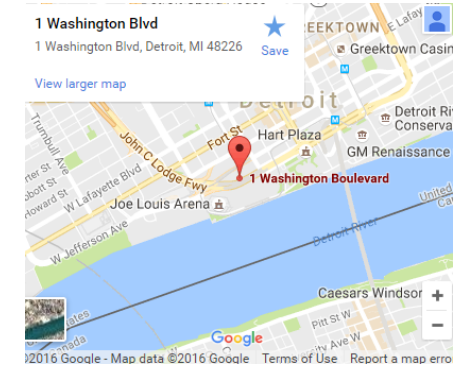
More than 100 of Michigan's best boat dealers and marine businesses under one roof for 9 days of great prices, selection and services. Your chance to see new 2017 product, get great prices on new non-current boats, motors, trailers and accessories. Shop hundreds of fishing boats, pontoon boats, cruisers, ski boats wakeboard boats, inflatables and personal watercraft. Also get great prices on water toys, docks, decks, boat lifts, canvas, electronics, accessories and so much more!

**Kids Sailing Simulator**

Kids can get a feel for sailing without leaving the show. Certified ASA instructors will be on hand to offer a free sailing lesson and the chance to experience how a small boat reacts to the wind and waves right on the show floor (weight limitations). The simulator is one of only three in the entire US. Designed and built by a nuclear physicist, the Sailing Simulator is the only teaching device of its kind in the US. The simulator recreates the actual movement of a boat under sail and mimics the waves with wind in the sail. It's a unique training platform for sailors of all abilities—whether you're a new boater who wants to learn how to sail or an experienced sailor who wants to practice under different sailing conditions. Stop by and see for yourself how it really feels to sail—without leaving dry land!

**59th Annual Detroit Boat Show**  
**February 11-19, 2017**  
**Cobo Center**  
**1 Washington Blvd.**  
**Detroit, MI 48226**  
**SHOW HOURS**

Saturdays: 11am – 9pm  
Monday through Friday: 3pm – 9pm  
Sundays: 11am – 6pm



**Show Location:**  
DeVos Place, Grand Rapids, Michigan

**Show Dates:**  
Wednesday, February 15, 2017 through  
Sunday, February 19, 2017

**Show Times:**  
Wednesday: 3:00 pm - 9:00 pm  
Thursday: 3:00 pm - 9:00 pm  
Friday: 11:00 am - 9:00 pm  
Saturday: 10:00 am - 9:00 pm  
Sunday: 11:00 am - 5:00 pm  
**Admissions:**

Adults: \$10.00  
Children (6-14): \$4.00  
Children (5 and under): Free  
Prices are subject to change.

## Who Comes to the Show?

Based on 2016 Attendee Surveys in Grand Rapids

*Great prospects!\**

92% Homeowners

74% Own a boat

53% Expect to purchase products like those at the show within 1 year

69% Earn over \$80,000

59% Have a Bachelor or Post Graduate Degree

\*2016 Grand Rapids Boat Show survey

Average time attendees lived in a boat owning household

*22 Years*

Average stay at the Show

*3.36 Hours*

## Western Fair District: Agriplex

845 Florence St.  
London ON, N5W 6G6

Hours and Tickets  
Fri. Feb 24 12noon - 9pm  
Sat. Feb 25 10am - 7pm  
Sun. Feb 26 10am - 5pm

Regular: \$15.00  
Seniors (65+): \$12.00  
Youth (13-17): \$12.00  
Kids under 13 Free

**Special Offer:** Buy tickets online and Save up to 25% off admission. - See more at:  
<http://www.ontarioboatshows.com/london-boat-fishing-and-outdoor-show/attendee/map-and-directions.html#sthash.4pJpSm9a.dpuf>



## International Airport

Just Minutes From Upper James And Hwy  
9280 Airport Road  
Mount Hope, ON  
Hours and Tickets

Fri. Mar 3 12noon - 9pm  
Sat. Mar 4 10am - 7pm  
Regular: \$12.00  
Seniors (65+): \$10.00  
Youth (13-17): \$10.00  
Kids under 13 Free

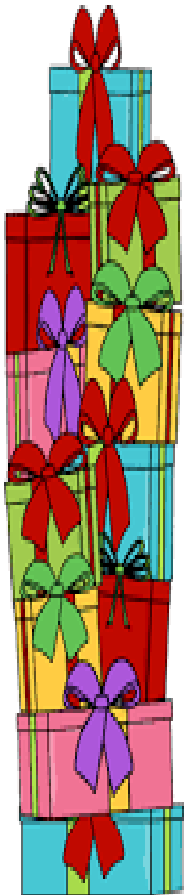
**Special Offer:** Save \$3.00 off admission when you buy online  
**FREE PARKING - Canadian Warplane Heritage Museum**

- See more at: <http://www.ontarioboatshows.com/hamilton-boat-fishing-and-outdoor-show/attendee/map-and-directions.html#sthash.BVSkPU47.dpuf>



## FYC Club Sports Wear

Lori Chesman will step down from the volunteer position for selling FYC clothing, hats, burgees, bags and so on at the end of this year. She still has items of clothing of each type, hats and one burgee left. You can use the order form on the club website under **About Us** and **Document Downloads**, you can call Lori at the number below or you can see Lori at the Wednesday night dinners beginning in January.



**FANSHAWE YACHT CLUB  
AND SAILING SCHOOL**

**2016 FYC SPORTSWEAR**

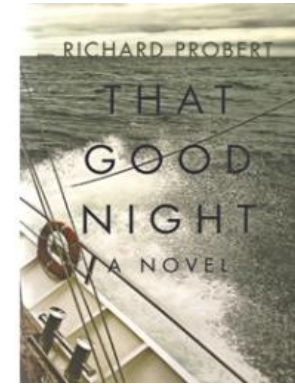
FYC SPORTSWEAR CO-ORDINATOR:  
submit orders to Lori Chesman 519-659-4633

Order forms are on the club bulletin board or can be downloaded from our club website under member then downloads. The forms have sizes, prices colours listed

[www.fyc.on.ca](http://www.fyc.on.ca)

\$14/17	\$36	\$31/34	\$38	\$22
\$14	\$15	\$20	FYC window cling – \$2.50	

## Sailing Books Reviewed



Good sailing fiction is a rare commodity these days—though there seems to be no shortage of bad stuff—so it was a pleasure to receive not one but two sailing-centric novels in the same month.

*In Before The Wind*, author Jim Lynch tells the engaging tale of the Johannssens, a sailing family that's like a distillation of all the eccentric, funny and cranky sailors you've ever met. All too many writers have failed to convey both the technicalities and the spiritual joys of sailing in a manner that will engage the uninitiated without alienating the experienced, but lifelong sailor Lynch carries it off in this enjoyable read.

As for Richard Probert's *That Good Night*, here's a book that could start a whole new genre—geezer sailing fiction. The hero is 84-year-old Charlie Lambert, who refuses to go gently into the good night of old age. He springs himself from a nursing home, buys a sailboat and heads off into the wild blue yonder to live out his days on his own terms, not those of his children. Keeping his whereabouts secret from his family and with a private eye hot on his trail, Charlie finds romance, freedom and, eventually, an ending of his own choosing.

And now for something completely different—*Selling Your Writing to the Boating Magazines*—and other niche mags. Here, Michael Robertson provides a comprehensive guide to conceiving, pitching, and (most importantly) writing articles that specialist magazines like *SAIL* will want to publish. I'd consider this book essential reading for aspiring sailing writers. If you want proof that Robertson knows whereof he speaks, I refer you to his excellent article on cruising **Glacier Bay**.