

JULY /AUGUST EDITOR: SUZANNE GOLDT VOL 17 ISSUE 04



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1

2017 FYC Events Calendar for July and August



IMPORTANT: The UTRCA has not yet confirmed the date of lowering the reservoir. There will be an email about this matter from the Executive mid to late July. Rick says the delay in confirmation may be related to having all the necessary documents in place before work of this nature can be done on the dam. Certainly upriver rainfall can affect the work timetable too. Stay tuned as it could mean shoreline and mooring boats would have to be pulled from the lake when the reservoir level is lowered and some club events may change in date.

July 2017

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
30 Youth Y3 CS1-2 Course Begins 9 AM Youth Y6 CS3-4 Course Begins 9 AM	31		1 Wednesday Afternoon Race 3 PM Wednesday Night Race 6:15 PM	2	3	4
6	7		8 Wednesday Afternoon Race 3 PM Wednesday Night Race 6:15 PM	9	10	11
13 Youth Y4 CS1-2 Course Begins 9 AM Board of Directors Meeting 7 PM	14		15 Wednesday Afternoon Race 3 PM Wednesday Night Race 6:15 PM	16	17	18
20	21		22 Wednesday Afternoon Race 3 PM Wednesday Night Race 6:15 PM	23	24	25
27 Club Championship 9 AM	28 Sailing School Youth Regatta 6 PM	29	30 Wednesday Afternoon Race 3 PM Wednesday Night Race 6:15 PM	31 Sailing School Youth Banquet 6 PM		1 Club Championship 9 AM Annual Corn Roast 5 PM
3	4		5 Wednesday Afternoon Race 3 PM Wednesday Night Race 6:15 PM	6	7	8
						9 Plywood Classic Regatta 10 AM

August 2017

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
26 Youth Y3 CS1-2 Course Begins 9 AM Youth Y6 CS3-4 Course Begins 9 AM	27		1 Wednesday Afternoon Race 3 PM Wednesday Night Race 6:15 PM	2	3	4
5	6		7 Wednesday Afternoon Race 3 PM Wednesday Night Race 6:15 PM	8	9	10
12 Youth Y4 CS1-2 Course Begins 9 AM Board of Directors Meeting 7 PM	13		14 Wednesday Afternoon Race 3 PM Wednesday Night Race 6:15 PM	15	16	17
19	20		21 Wednesday Afternoon Race 3 PM Wednesday Night Race 6:15 PM	22	23	24
26 Club Championship 9 AM	27 Sailing School Youth Regatta 6 PM	28	29 Wednesday Afternoon Race 3 PM Wednesday Night Race 6:15 PM	30 Sailing School Youth Banquet 6 PM	31	1 Club Championship 9 AM Annual Corn Roast 5 PM
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						9 Plywood Classic Regatta 10 AM

Check out the full schedule for club and school at www.fyc.on.ca and check out the new format webmaster Kevin has created!

FYC Club Events and meetings

FYC Executive Meetings

These meetings are held the first Monday of each month. If you would like to add a question or item to the agenda, please email it to the club secretary prior to the meeting. FYC Secretary: Bonita Magill

FYC General Meetings

Place, time and date TBA in the fall!

Annual Budget Meeting in November

The Annual General Meeting is held in January.

Monthly General Meetings are held from February to April

FYC Fall Work Parties

Sat Sep 16 - Sailing School Work Party (may change if lake level is lowered)

Sat Oct 14 - Fall Work Party 1

Sat Oct 21 - Work Party 2

FYC Annual Banquet

The banquet is generally scheduled in the first two weeks of November.

Date, place and time TBA

Friday October 15 , 2017 Fanshawe conservation area closes

The Fanshawe Conservation area (and Wildwood and Pittock) close on October 15 for the season.



If lake level lowers, boats maybe pulled sooner.

FYC Racing

Informal Wednesday Racing Continues – Two races every Wednesday at 3 PM and 6:15 PM Informal racing continues Wednesday. All sailors and sailing school students are welcome to participate. An excellent way to learn to sail, spend an evening on the water, or challenge your mates in your fleet! Bring a dinner (or buy one at the campground burger trailer). Meet in the chalet after the races for coffee or BYOB!

2016 FYC Regattas -- Watch for notice of race in your inbox. Dates subject to change

Sat Aug 26- Sun Aug 27-- Regatta (previously called Club Championships)

Annual Corn Roast follows

Sat, Sep 10- Plywood Classic Open Regatta - for all types of plywood boats

Sat Oct 7- Sun Oct 8- Pumpkin Regatta - Invitational

UTRCA Events Schedule

Everyone's welcome! Plan your weekend or pick your day, there is something here for you. Look us up on Facebook and Twitter @FanshaweCA.

Please note: A valid park permit is required for all events.

Nova Craft – Canoe Demo Day

July 12, 5:30 to 7:30 pm

Location - Day Use near the pond / boat launch

Drone Presentation!

July 15, Time to be announced

Location - Boat Launch area

Join the UTRCA's Steve Sauder as he shows you the latest and greatest drone flying and picture taking. This is a real fly by experience!

Speaking of Wildlife Presentation!

July 22, 4 pm

Location - Recreation Centre field

Live animal outreach program Speaking of Wildlife presents mammals, birds and reptile species native to Ontario.

Fanshawe's Got Talent!

July 22, 7 to 9 pm

Location - Recreation Centre

Karaoke, skits and more! Bring your own talent. Join the fun and show us what you got!

Salthaven Presentation!

July 30, 10 am

Location - Recreation Centre field

Brian Salt is with us to talk about his passion: treating sick, injured and orphaned animals at the Salthaven clinic located in Mt. Brydges, just outside London.

Scales Nature Park Presentation

August 5, 4 pm

Location - Recreation Centre field

Wetland Wildlife Program!! Wetlands are home to lots of creatures- many of them rarely seen up close. Now you can experience them for yourself as we bring bugs, crayfish, tadpoles and more to show off our wetland wildlife!

Pancake Breakfast

August 6, 9 am to noon

Location - Recreation Centre field

Come on out for some tasty pancakes and sausages. Hosted by the Fanshawe Campers' Association.

Nova Craft – Canoe Demo Day

August 16, 5:30 to 7:30 pm

Location - Day Use near the Pond / Boat Launch

Amazing Star Gazing

August 16, 9 pm to midnight (TENTATIVE)

Location - Boat Launch field by the Pond

Join CA staff and Royal Astronomical Society members in a fun star gazing evening. Outdoor slide show and telescope viewing of the harvest moon!

Weather permitting.

Fanshawe 1812, Crown Forces North America Naval Establishment 2017

August 26 - 27, all day event

Location - Fanshawe Pioneer Village and Day Use Area

Join the 1812 Crown Forces as they defend Upper Canada from invading forces. Experience a day in life of an 1812 Militia person.

Fanshawe Fun Day

September 2, noon to 4 pm (rain date September 3)

Location - Recreation Centre field

End of season fun day with children's bouncer and fair games!

Fanshawe Corn Roast

September 2, 4 to 6 pm (rain date September 3)

Location - Recreation Centre field

Fresh corn on the cob, pulled pork BBQ and great social fun! Hosted by the Fanshawe Campers' Association.

London Air Show Weekend!

September 9 - 10, all weekend event

Location - Day Use Area

Pack a picnic lunch basket, grab one of our tables and experience fast and loud planes all day long. Hour of power is Friday evening!

George Furtney Memorial Forest Dedication

September 24

Location - Day Use Area

Exhale MTB Trail Race

October 1

Location - Day Use Area

Like to bike? Then check this out!

Vulture Bait Trail Race

October 14

Location - Day Use Area

Runners, come on out!

Haunted Village Hayrides

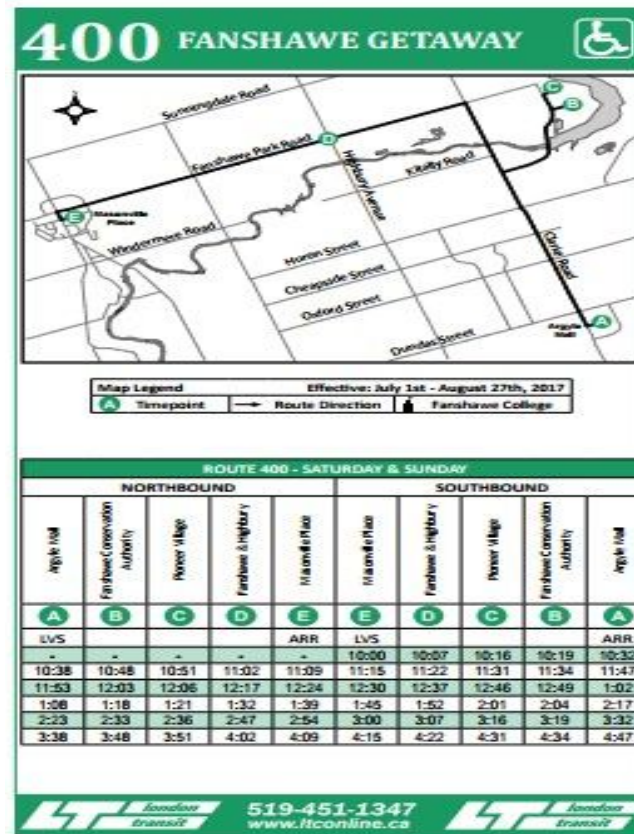
October

Location - Fanshawe Pioneer Village

Please note: Events and dates are subject to change. Where food is served, food will be available while quantities last.



2017 LTC Bus Route to Fanshawe CA - weekends only



SPECIAL NOTE:

--Route 400 is a limited stop route, which only serves stops marked with a green bus stop plate.
 --Route 400 operates weekends only between July 1 and August 27, 2017.
 --The route will also operate during Doors Open weekend, September 16-17, 2017.

News from UTRCA

ED NOTE: so I know you all are aware that our park pass also provides us with access to Wildwood and Pittock CAs as well. Following is a list of events at Pittock but the point of interest is the increase in lake patrols. A reminder to have your proper safety gear aboard your boat, mind the speed limits with motor and no booze on boats!!! Rick's comment...."oh they got a new boat!"

New Lake Patrol at Pittock Conservation Area (media release, June 20, 2017)

June 20, 2017, Woodstock, ON – The UTRCA is increasing staff presence on Pittock Reservoir with a new Lake Patrol Program. The lake patrol at Pittock Conservation Area will help to ensure a safe and relaxing outdoor experience for all guests.

"Pittock Conservation Area has seen visitor numbers rise in the past several years with camping and lake based activities getting more popular," said Justin Skrypyk, Superintendent, Pittock CA. "We are increasing our safety measures with regular lake patrols to ensure an enjoyable experience for all of our guests."

Pittock Conservation Area offers:

Large lake for swimming, boating, sailing and fishing

Great day use area for special events

248 campsites

Picturesque and private group camping facilities

Modern washrooms and laundry facilities

5 km of hiking and biking trails

Swimming pool in campground

Summer recreation programs

Children's splash pad

National rated 18 hole disc golf course

Rental program including canoes, shelter and sporting equipment

OFAH Tackle Share program – fishing gear for everyone!

Wetland Wildlife Program!! Wetlands are home to lots of creatures- many of them rarely seen up close. Now you can experience them for yourself as we bring bugs, crayfish, tadpoles and more to show off our wetland wildlife!

2017 Commodore's Reception

- The sailing season begins with a Mexican flavour

A hearty round of thanks to all the following:

Jeff Eames performed this year's MC duties as Commodore Chris Fogelman was ill. Hope you have recovered Chris! Vera Eames and Mary Watson planned the event - thanks for this ladies! In the kitchen, Anita Elworthy, Ken Watson, Vera Eames and Shirley MacKenzie worked together to get food ready. Mike Morris arranged the mariachi band (was awesome) and there was an excellent turn out despite the weather. Not sure who provided the wine (Paul Chessman and John Bryant?) and thank to Ken for sacrificing himself in drinking a case of Corruna so Mary could use the bottles as decorations.

The Commodore's Reception 2017

Long before the temperature rose above the freezing mark, while the days were shorter than the nights and a venture outside wouldn't be considered without several layers, our volunteer of the year and now sadly past member Mary Watson with the support of Ken Watson offered to look after the catering for the new year's Commodore's Reception. You have no idea how happy Vera was and gladly accepted this awesome offer.

Later on, and as the warmth began to spread across the frozen lake the 2002 member of the year Mike Morris put forward another brilliant suggestion of bringing in some entertainment for the start of the reception. He suggested a mariachi band and once again we were pleased to run with it. Must also add, Mike helped fund this from his own pocket.

And so, as the anticipation and excitement rose for this special event we had a flipping downpour that lasted for ages, our Commodore, Chris Fogelman, was sick and was unable to attend, there were only a few boats in the water and the sail past was cancelled.

On a positive note John Bryant and Paul Chesman had ensured we had plenty of that red and white liquid stuff to dull the disappointment.

As it happens the afternoon turned out to be a great success. The band came inside the Doug MacKenzie Hall and played like they were on the cabanas of a Mexican beach. We decide to break with tradition and served the red and white stuff at the beginning of the event to encourage a more festive feeling. Some folk danced, others sang along and everyone was engaged and entertained.....Of course we will not talk about the behaviour of Shirley MacKenzie, as she danced around the band and showed us all that life really doesn't end at 50ish.

After the band left and we got back to our more formal reception. The food was served, and as we have become accustomed, it was incredible with plenty to go round, and even seconds for those with a larger appetite.

We got through the boring speeches without too much pain though we did put the new Vice Commodore, Paul Karigan on the clock as most of us don't like driving

home in the dark. It was encouraging to see a good turnout of youth and new members.

Obviously, Vera and I would like to thank all the folk who helped put this event together, and I must add, not all are mentioned above. It could have been very different had we been left alone to serve "do it yourself" sandwiches and "talk among yourselves" between speeches!!

Happy Sailing

Jeff Eames
Past it Commodore



PHOTOS BY CARLEEN HONE....THANKS!

2017 Racing at FYC - Result of the June Bug Regatta

2017 June Bug Regatta: Racing Results

Jun 3 - 4, 2017 29 Sailors

Y Y-FLYER 7 14 7 1

Place	Skipper	Crew	Sail No	Club	Points	R1	R2	R3	R4	R5	R6	R7
1	Ed Hone	Jacob Hone	2669	BLSC	9	1	2	4	1	1	3	1
2	Colin King	Brooke Wareing	2698	BLSC	10	5	1	1	2	2	2	2
3	Richard King	Marla Betts	2794	BLSC	18	3	4	3	3	5	1	4
4	Pierre Dignard	Natalie Chaylt	2782	SYC	22	4	5	2	4	3	4	5
5	Lawrence Lynch	Jim Mackenzie	2687	FYC	29.5	2	7	7	6	6.5	5	3
6	Robert Montgomery	Samantha Montgomery	2710	SYC	32	6	3	6	7	4	6	7
7	Bob Robinson	Sebastien Dasys	2620	SYC	35.5	7	6	5	5	6.5	7	6

LASER RADIAL 5 5 7 1

Place	Skipper	Sail No	Club	Points	R1	R2	R3	R4	R5	R6	R7
1	Kevin Biskaborn	187414	FYC	6	1	1	1	2	1	1	1
2	Jens Biskaborn	20791	FYC	11	2	2	2	1	2	2	DNF6
3	Andrew French	196015	RYC	19	3	3	3	3	4	4	3
4	Nikki Quinn	187818	FYC	20	4	4	4	DNF6	3	3	2
5	Keira French	2787	RYC	28	5	5	5	4	5	5	4

CS 22 4 4 5 1

Place	Skipper	Sail No	Club	Points	R1	R2	R3	R4	R5
1	Chris Fogelman	354	FYC	4	1	1	1	DSQ3	1
2	Mark Anderson	384	FYC	7	2	2	2	1	2

OPEN A 2 3 7 1

Place	Skipper	Crew	Sail No	Class	Club	PN	Points	R1	R2	R3	R4	R5	R6	R7
1	Brad Biskaborn	Karen Biskaborn	7133	Albacore	FYC	90.3	6	1	1	1	1	1	1	1
2	Mike Van Wiecken		45354	Hobie 14	FYC		14	2	2	2	2	DNC3	DNC3	DNC3

OPEN KEELBOAT 4 5 5 1

Place	Skipper	Crew	Sail No	Class	Club	PN	Points	R1	R2	R3	R4	R5
1	Mike Morris		1747	Edel 540	FYC	97.0	5	1	1	1	DSQ5	2
2	Jack Blocker	Colin Read	/	Paceship 16	FYC	107.4	9	3	2	3	1	3
3	Bob Magill		1305	Tanzer 22	FYC	95.3	13	DNF5	DNF5	2	DSQ5	1
4	Szymon Komobis		2374	Catalina 22	FYC	96.3	17	2	DNF5	DNC5	DNC5	DNC5

Commodores Cup 2017

I am sure there is someone (or something) up there looking down and deciding to create havoc for our regattas. Sunday morning was overcast with rain and possibly lightening in the forecast.

Regardless, eleven very brave sailors and crew turned up to face the elements.

Lawrence Lynch and John Kable manned the bridge and got the first race started. Well that was after most of the fleet set off just one minute early initiating a general recall.

The second start seemed to catch us all off guard except Andy Turnbull. He shot off like a rocket and was almost at the top of the lake before the rest of us woke up. With a westerly wind blowing right across the point we managed a beat going to number 4 and another going to number 1.

The wind was crazy, sometimes blowing from the north then shifting to the west some shifts we got right, others we just floundered not know where to point next. Andy held his lead to finish several big pointer blocks ahead of everyone else.

The bridge set us up for the second race but as we were about to get ready there was a rumble of thunder so we broke for lunch.

Lunch was a do-it-yourself sandwich and doughnuts affaire prepped by yours truly.

After lunch, we all filed out and got ready for race number 2.

The warning horn was sounded and just as the countdown was about to begin the wind picked up to almost survival only strength. Several of us were creeping in to the shore and calm waters when there was a loud thunder and distinct flash of lightning. Race number 2 was postponed.

The thunder and lightning rumbled on and the wind was so strong and fluky it was decided to call it a day.

Congratulations to Andy who took the First prize home, Jeff & Vera Eames were distant second and coming in third was Mike Morris.

All in all the folk who chose to stay in bed or at home may have made the right decision but they did miss the fantastic lunch!!

Jeff
Past it Commodore

As promised sailors---here is instalment two of four and believe me this is a messy tale!!!

And Now For The Rest of the Story Part 2: “Reefs aren’t just for fish” or “The S#*t has actually hit the fan” (Pics and Videos added April 14)

Posted on [April 5, 2017](#) by [Carleen&Jim](#)

It's been a little while since I posted Part 1 of this story. I've been exploring SE Florida. Swimming, snorkelling, hitting a few golf balls, learning about equestrian sports, ogling mega yachts and generally trying to process the fact that on one single stretch of the A1A highway along the shore at Palm Beach, the value of the mansions there would solve poverty in several third world countries. This place blows my mind. But I think all of that is part of another story.

So where were we? Ah yes, I think we'd left poor Jim alone to fend our newly-launched patched up boat off of the jagged limestone shore. I don't really know how he did it. Turns out that he wasn't really alone...

Back at Andy's, the crew secured the mast to the trailer and headed back to the launch ramp. The kids all rode in the back of the pick up with Paul. Once again I followed with the rental car (did I mention this Honda was a right hand drive car? I can't tell you how many times we all got in the wrong side of the car to start driving!), and Frankie brought the crane truck.

Craning a mast onto a sailboat is nerve-wracking to be sure. This was my first time and though Jim and Paul had helped others do it before, I don't think it was any easier for them. Jim told me later that he remembered thinking "If the hook lets go, we're goners"! Geez. But Andy did a great job. Jim and Paul attached the shrouds (synthetic) and the jib on its furler. (Mainsail and the boom were back at the cottage for cleaning etc). As he swung the mast into place, Frankie's teenaged buddies fended the boat off the rocks as the tide was going out exposing even sharper jagged pieces. At one point while the guys were putting the jib on, the crane's hook slipped a little. Jim's nightmare scenario! But Andy quickly tightened it up and held the mast up until they were done. Whew!

"One Love" was afloat with her mast up! Poor Andy looked so relieved. He told us he'd been a bit sick but quite a few of the townspeople – his friends – had said the same thing. Folks seemed worried about him and all said he is a great guy. But though he got through this launch I could tell he was very, very tired.

Jim and Paul reckoned they could motor to the beach by Andy's place to pick up the dinghy then over to anchor at the cottage a mile or so south. Jim asked if the kids would like to go for a boat ride and they all said yes!! Our first guests. Awesome. I knew they could sail it with the jib if the motor died and I could always go get them

with the dinghy. Little did we know at the time that dinghy motor was ... shall we say, a little finicky?

By the way, the kids had told me that they had heard that there was a big hammerhead shark sighted at the ramp area recently. I don't doubt a hammerhead, or any shark for that matter, could find a few snacks there as the conch fishermen often cleaned their catch in this spot. Which leads me to another quick aside: a year ago, fishermen at the main dock in Rock Sound, pulled a big Bull Shark out of the water. By big, I mean like 10' or so. There's a video of it on YouTube. I'm not an advocate of mindless shark killing for fins or out of fear and I don't know what happened to the shark, but I hope it was eaten. Bull sharks are in our oceans and in our estuaries. I don't mind that ... I value that. But I also don't swim where the waters are murky for that reason. But I digress...

Andy, Frankie and I drove back to town and I was totally confident in Jim and Paul's patching abilities. We had a quick look below for any gushers before they left the dock of course and none were to be seen. I could see the boat with its happy crew tooling along nicely once the kids had pointed out that they were heading for a shallow sand bar and should "go the other way mon".

I made for the dinghy and figured "I know how to run these things. What could possibly go wrong if I take it out?" I hauled the boat into the water, and fired it up....nope, nothing. Did I squeeze the bulb on the hose? Wait... there is no hose, the gas tank is in the motor! Dumbass! I checked for gas. Full. Hmm, did I push the choke in too quickly? Yes, that must be it. Tried it again, choke out and voila! It ran. Then it died when I pushed the choke it. Dang it. Ok, I tried it again, keeping the choke out. It ran and off I went. By the time I got the Yamaha 2.5 running, the guys had anchored a couple hundred metres off of the beach and Jim had launched the inflatable paddleboard!!! What? Not to be selfish but I thought I'd be the first on it as I really like anything with paddles but no, here came my skipper sensing I was having motor troubles. What a guy! I love him. He was really good on the board too!

Of course, Jim being Jim, he tried to swamp the dinghy and thought it would be funny to hang the board off the side of it while I motored along. I was "not amused" as the poor dinghy couldn't steer (not the helmswoman!!). Well, we made it to the boat and began ferrying the kids to shore. I know that I wrote in an earlier post about how one of the boys thought the water was so cold he didn't want to get his feet wet! Maybe he just didn't want to have a hammerhead come and try to make friends?

Our crew safely ashore, the sun was getting lower and lower so we headed for the cottage. The good thing was that it was really calm and low tide so any coral heads would be quite visible. Coral heads are hard, a bit like limestone which can be a somewhat brittle but still hard. We need all of the coral in this world that we can get so hitting coral is not a good thing for the boat or the coral.

That night, I'd keep getting up to go look out at the boat. A half moon illuminated her hull as I kept checking that a) she was still there and b) that she was still afloat. Yes I

was confident in the guys' work but what if she hit a rock as the tide changed that they hadn't seen? What if a gale blew up and I didn't hear it? (yes, I know...dumb)

The next day was Saturday ...sea trial day. The winds were fairly calm, the water in the Sound fairly flat. Jim and Paul somehow ferried the mainsail and boom out the boat with the dinghy and away they went under sail while I carried on with provisioning, last loads of laundry etc. As far as I could tell, all was going well as she was sailing along nicely.

Writing this now, I wonder why we hadn't thought to have Paul's handheld VHF out with me as they had ours aboard? I guess we thought that if there were any trouble, Jim and I had our cell phones and they had the dinghy, etc. Upon reflection, maybe it was a bit cheeky? After All, the boat had been patched and we were unfamiliar with its systems. What could possibly go wrong?

The next day, Sunday, we got under way. The guys assured me that although there was a bit of water in the "bilge", it seemed like the patches were solid and doing their job. The trickle of water was insignificant and could be sucked up with a sponge. Whew!!

However, they hadn't had a chance to work on everything too thoroughly...such as the watermaker (this is a desalination system which creates freshwater from seawater), some of the non-essential electrical systems, and the head (bathroom) system. Well, how bad could that be? The fact that One Love had an enclosed marine head was a wonderful thing in my mind. While I love our 22' Trimaran "Raise a Little Hull", her head facilities leave a bit to be desireda portapotti next to the mast support in the centre of the cabin and a curtain. We love our buddy Paul who often crews with us when we race, but unfortunately for him, the head on the 22 is next to his head when he sleeps aboard. Poor fella. Here, One Love had a marine toilet and a sink with a hand pump in a head with a door...an actual door, and walls...actual walls!! The Luxury! At least for me. I know the guys would be OK with the "bucket and chuck it" head system and I would do that if I had to...I'm no shrinking violet. But an enclosed head is quite a bonus. Call me spoiled. Jim did check the black water tank before we left and it was full to the brim! No way to pump it out ashore in Rock Sound and we certainly couldn't pump it overboard into Andy's yard! So we waited until we were at least 5 miles off shore to pump it overboard. The tank seemed to pump out fine.

The boat also had a two burner propane stove in the galley (kitchen). Do you know how much a 1 lb bottle of propane costs in Canada? About \$5? On Eleuthera they cost \$16 US for a 1 lb bottle!! We knew 1 bottle wouldn't last long so Jim bought a portable 1 burner butane stove and several bottles for a much cheaper cost. We had 2 bottles of propane for the stove and the barbeque but decided that the butane stove would be our "go to" stove in the galley. It's the same system we use on the 22 when we cruise so it wouldn't be an issue.

As we headed south around Cape Eleuthera, we were happy to realize that the boat's VHF radio seemed to be working as we could hear radio traffic on channel 16 and even get a weather channel. We weren't really sure which electrical systems were fully-functioning so a functioning radio seemed great!

We were headed to our first anchorage at Deep Creek. Looked like it had pretty good protection from the predicted winds and if the name was any indication, there must be a good amount of depth in the anchorage. I was hopeful, naively ignoring the fact that both our cruising guide and the charts indicated otherwise. What a dope I am sometimes! If figured the edges of the dredged channel would surely work out for a shallow draft boat. We went aground almost immediately in the entrance to Deep Creek. (see our post called Not So Deep Creek). No worries, we backed out just fine and anchored outside of the entrance hoping the winds would stay light. They did. It was a lovely calm night. Paul always says that he sleeps better when we are anchored than when we are docked. I am still learning that skill/trust and so I often keep a close eye on where we swing in the night or if the wind comes up etc. I'm a night owl so that is ok.

We met Trevor Pinder the next day at "The Dock". He said he'd be on the dock to meet us but when we dinghied into town, all we saw was a rock jetty and a lot of shallows! But there was Trevor waving at us from the jetty. I guess that is their dock. In these small settlements, it's a bit hard to know exactly where the town is! A lot of the homes are spread along the shore but the businesses? Hard to know. Sure I could have consulted the Internet or Google Maps but where is the fun in that? Trevor had some bulbs for us and he thought they might work. Awesome.

We decided we deserved some Ice Cream so we headed into town and asked a kid if there was a place that sold ice cream. It was completely the opposite way that we were walking. No worries. It was here in Deep Creek that we were adopted by a couple of local dogs. Especially a caramel-coloured mutt. Not sure if they are strays or what the locals call "Potcakes". Potcake is the burnt rice on the bottom of the rice pot and this is what people often feed the strays.

I don't know where everyone works in this little town. Maybe for Princess Cruises at Bannerman Town (their tropical "island")? We chatted with a bunch of folks hanging out at Pinder's marine. One fellow had visited Canada and spoke about travelling to Ottawa and Hamilton and taking the bus to Calgary I think! He loved it and wished he could have stayed longer. It was winter. Was he crazy? The folks here, like all of those we had met so far on Eleuthera, were very nice. Very open and welcoming in a genuine way. The pack of dogs there we weren't so sure about. There was some snarling and rough housing within the pack and as it came up the road toward us at Pinder's, the two dogs who adopted us began to growl a warning. Caramel moved close to his new buddy Jim and finally barked to warn the pack that we were to be left alone. And we were. Amazing. Our two canine friends stayed close to us all the way back to the jetty. Hard to leave them.

Southern Eleuthera is a beautiful and increasingly unpopulated part of the island as you get further from the normal tourist destinations. (Todd Vendituoli has some videos on YouTube and Facebook about Eleuthera which feature some excellent drone footage of some of these places. Click on these Links to view his [Droning around Rock Sound](#) and his [Trip to Lighthouse Beach](#) videos). We decided to stage for our jump to the Exuma Islands from Lighthouse Beach, the southernmost part of the island. As we approached the beautiful palm tree-lined beach with its interesting rock outcroppings, I couldn't help but turn to the guys to express what a beautiful place this was when BAM!!!! SCRAPE, BUMP, KNOCK, DRAG!! "Oh _____!" (insert whatever strong expletive you can come up with as I'm sure one of us said it.) To say that we had run aground would be a bit of a wee understatement. We hit Hard. Dammit. I had broken my own rule of never taking my eye off the water when entering an anchorage. Sloppy! I knew there were rocks in the anchorage and even a couple of sunken boats closer to the beach. How had this happened? We were just so happy to be cruising into a beautiful anchorage that we didn't see the rocks, just under the water. Jim figured that the daggerboard hit as well as the hull...yup, on the port side where much of the repairs were. Crap!

So that happened. We sheepishly crept into the area where we'd chosen to anchor, dropped the hook and started to check for damage ie. water coming in. Sure enough. There was a slow but steady trickle. It was too dark to go over the side to have a look so we decided we would take turns getting up in the night every couple of hours and sponging the water off of the floor into a bucket as it was all running to just between the galley and the head. Geez.

The next day Paul and I went over the side and I filmed the new damage so Jim could have a look too. It was ugly. We hadn't pierced both layers of the hull but the scrapes were heavy and the jagged scarring was plain ugly. Not to mention a little scary. The forward storage compartment under the V-berth had its own slow trickle just ahead of the water tanks. So what to do?

At Lighthouse Beach, we were only about 45 minutes or an hour's drive from Rock Sound. There was a road that led right to the beach. Maybe we could call Andy and he could come and lift us out of the water again? Were the leaks really that bad? Did we have any of that waterproof putty for sealing such scrapes? Nope. We had looked around for that putty as part of our pre-launch shopping excursions but to no avail. We decided that the trickles were manageable but now it meant that our cruising itinerary would change radically. No lingering and playing in beautiful anchorages. It meant that we needed to book it back to the USA. A big bummer but we had to look after the ship as it were.

So, our plan took shape. We would try to get to Florida as fast as we could with whatever winds came our way. And boy did the winds come our way! We left Lighthouse Beach hoping to get across the to Staniel Cay in the Exumas (surely we had a little time to see the swimming pigs?) But of course, the increasingly strong winds were on the nose. I think winds were in the 20 knot range or more. Thankfully, the deep waters of the Exuma Sound didn't kick up short period chop. Rather, the waves were fairly far apart but they still built to about 4-5', maybe more. Nasty stuff to

bash into on a trimaran. So we bore off the wind and tried for Highbourne Cay almost near the top of the chain of islands. Dang. So much for the Exumas. Maybe another time right?

It was a bumpy ride to be sure and I started to feed Jim anything with ginger in it. My poor sailor has been known to get seasick in certain conditions. Luckily Paul and I don't seem to get that though Paul says he can't go below when it's lumpy. I don't have a problem with that though I noticed I tend to crave salty snacks more in wavy conditions. So while Paul was happily sailing the boat ("Hey guys I think I can get her to hit 12 knots!) and Jim was uh, examining the water, I was able to go below to make lunch, get drinks with electrolytes, etc.

So back to the Head for a minute. Ultimately on our first day out, the time came for the head to be christened by yours truly. Jim told me how to work the pumps and said "Go for it!". Ok I thought but I'm not going whole hog here. Just #1. I told myself that it might be smart not to put any paper down the system even though her former owner had told us it worked great and we could put "anything" down it!! The marine head is a Lavac Head. Folks online seemed happy with theirs. So....I was a happy gal after the head seemed to flush! Ah but my happiness was not to last. As we cruised along, in the next day or two, the head was given a more serious workout. Then while we were lumping along in the waves and stiff winds of Exuma Sound, it happened. A CLOG! Was I not feeding the crew enough roughage? Too much meat? Too much starch, not enough salad? I blamed myself and my culinary skills. The guys tut-tutted my concerns but things were looking a bit desperate as we finally got out of the very strong winds and anchored off the beach at beautiful South-West Allans Cay. (If you look at a nautical chart or Google Earth, you will see a bunch of shallows to the south of the Allans Cays and north of Highbourne Cay. There are lots of cautions for taking this route in but we did it! The visibility was ok and the tide was high enough that we could stay clear of hazards. It was very tricky but we made it through)

So Jim bravely chose to deal with the clog. For a guy who had just had a bit of "mal de mer", I was amazed. My Hero! Well, as the title of this post indicates, the poop really did hit the fan and anything else that was in the head...sort of! The air in the head was both brown and blue as the way he was pumping the head built up a mass of air in the lines which had to go somewhere...which was up and all over the inside of the toilet and it's lid. You see the Lavac system works by air sucking the waste down with air so the lid of the toilet kind of vacuum seals itself to the bowl. So when it all backfired, the crap exploded all over the underside of the lid, the seat! And even spewed out a bit onto the wall. Poor, poor Jim. My Hero. He came up for air after cleaning up what he could and I cleaned up what remained so he wouldn't toss his ginger cookies.

Once his tummy settled down, he decided to change the main pump for the spare which looked as if it had barely been used. The head pump is located high on the wall of the head and when he opened it, crap literally ran down the wall. Yuck! He struggled to reach the pump mounting bolts through a couple of 3" holes with vice grips while laying on the 2'x2' floor upside down! The pump which Jim took out was clogged pretty solidly. No doubt the gunge inside it had hardened in the heat while the

boat had been on the Hard. Kind of like having our own mini-geological era as the stuff in the pump had hardened to a rock-like solid. Gross. Why the explosion? We learned that one of the valves allowing water to flow in (thus completing the pumping cycle) was closed even though it looked open!! Weird. So Jim added Boat Plumber to his long list of skills. Thankfully, once the head was repaired, it worked gloriously well. We sure take "modern plumbing" for granted don't we?

We will leave you here as we chase endangered lizards around SW Allans Cay (or rather, they actually chase us!). Did I mention that Paul brought along his pet tree frog and Jim's gecko came along for the ride too? More on our animal friends, our new best friend – the bilge pump – and Paul's incredible ways with a sewing needle in the next instalment.

Stay tuned for Part 3: "So technically we are sinking?" or "Hope the frog can swim!"

Now in case you hadn't heard, Rick and I are on a land yacht adventure so September will bring more reports!

As I type this from the deck of our daughter's Tofino home after 5 days of glorious sun - salty from the seaspray as we kayaked in the harbour dipping around other kayaks, seaplanes, fishing boats, barges, whale watching boats, speed boat adventurers...whew! Busy place for a winter town of 2000.

All along coastal North American from LA to BC, we did not see a lot of sailing but we were somewhat early in the season. The most dinghy sailing was at Jericho Beach Sailing Centre in Vancouver. Here, there were lessons being taught in Optis, Mangos (see below) and 420s. Classes were also being taught in windsurfing, stand up paddle boards, kayaks and canoes. The shoreline was packed as we watched!

At this sail centre, personal sailboats are stored in a compound for a fee with the compound locked overnight. Through the day and evening, the public has access to the facilities for classes and rentals and esp to the restaurant on the upper story with a deck overlooking the club grounds and harbour. The chef and his staff there serve excellent meals of burgers, sausage, salads and brews. Really busy place on a cool day!



Mango sail boat.

Back to the task at hand....the September issue will bring us up to date on more of the regatta results as well as the success of the Open House in May. I have a small window here with WIFI before we set off to the Prince Rupert Ferry run.

Please watch for emails from the Executive for schedule changes due to repairs on the dam.

2017 Bell's Beer Bayview Mackinac Race – July 22 – 25, 20 -Yes, Skipper Brian Hurst, his yacht Verity 111 and a motley crew of FYC sailors - the FYKers 2---are racing again!!

The Bayview Mackinac Race will begin on Saturday, July 22, 2017 – recognized as one of the most challenging freshwater boat races in the world. FYC crew shares in the excitement of the Port Huron to Mackinac Race racing the length of Lake Huron to reach their final destination, Mackinac Island.


Here are their vital statistics and the crew list representing FYC! Verity 11 sails in Class M cruising the only Canadian in that class so far. There were 229 yachts registered by early July with the final registration date being July 15.

Registration Information:	
Owner's Name:	Brian Hurst
From:	London, Ontario Canada
Representing Club:	Fanshawe Yacht Club
Registered Crew:	6
Course:	Shore
Racing Class:	Class M - Cruising
Division:	Division II - Shore Course
Entry Status:	<input checked="" type="checkbox"/>
Rating and Other Information:	
Skipper:	Brian Hurst
Race Rating:	0.789
Rating Notes:	
Race Reported Times:	
Finish Time:	-
Elapsed Time:	
Boat Information:	
Sail Number:	CAN 6287
Boat Type:	CS 36 Merlin
Mfg. Date:	1990
Length:	36
Draft:	5ft
Beam:	11'8

Crew List:

(Corinthian Crew)

- Christopher Milne - London, Ontario
- Rob Perquin - London, ON
- Ted Silivinski - London, Ontario, NSV
- Brian Hurst - London, Ontario
- Andy Lynch - London, Ontario
- Lawrence Lynch - London, Ontario



About Verity III...

Verity will be crewed by a group of sailors who normally race at Fanshawe Yacht Club. This is the second year for the boat, the wife says "you already bought the gear, might as well use it before it expires." This will be an experience for all of us and we look forward to the party on the island.

EDITOR NOTE: *The boat is right side up!*

The History

In the nine decades that the Bayview Mackinac Race has been sailed, much has happened. Wars, economic depressions, and other significant events have transpired, yet the Race has gone on. In fact, President Franklin D. Roosevelt wired a message to Bayview during World War II when word reached the White House that the Club was considering canceling the race. That message read: "Sail your race."

Even then, it was clear that this race was and is important for sailors and for the State of Michigan. Bayview did sail the Mackinac Race that year, and has done so every single year since the first Bayview Mackinac Race in 1925, making it the longest consecutively run freshwater race in the world. This year's race starts on July 22, 2017.

In its own way, the Bayview Mackinac race has become a vital part of Great Lakes history, Michigan history, and sailing history.

Celebrate the start of the race in Port Huron. Then follow the course of the Port Huron to Mackinac Race as they head north along the shores of Michigan's eastern coast. Join the festivities at the finish line on Mackinac Island. Where the hospitality and celebration is always second to none.

To track the race....use the following website....enter your date of birth and select short course for the FYKers

<http://www.bellsbeer.com/2016-bells-bayview-mackinac-race>

Best of luck team from the FYC supporters!




Rowbust BCS Dragon Boat Racing Team

Thank you to all the friends and family who joined us this morning for our annual Canada Day Paddle!

Thank you London Dragon Boat Club-Waves, Blades and Pens for coming out too! It's not often we all get to paddle together and it was a real treat to celebrate our Great Nation with you all!

And a special Thank You to Glynis Shelley, Pattie McClain Parkin, Norma Sanchez and Pattie Burlotte for the amazing breakfast! (And to all those who contributed food to the table too!)





Pendragons

Annual 2km Paddle Party

Friday July 7th

<p>NO REGISTRATION FEE 10 Team Limit Register by June 28</p> <p>RACING Elimination sprints followed by a set of 2km races on a very unique course!</p> <p>CHECK IN - 6:30pm RACING - 7:15pm</p>	<p>LOCATION Fanshawe Yacht Club (Fanshawe Conservation Area) 1424 Clarke Road, London</p> <p>CAMPSITES fanshaweconservationarea.ca</p> <p>Limited Parking (Please Carpool, if Possible) Free Park Entry for the Event</p>	<p>Food & Drinks (available for purchase) Bonfire and BBQ Games/Draws Raffle Table</p> <p>CONTACT lissa77@me.com farbenfarms@execulink.com g.steer@yahoo.ca</p>
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Morning paddle with friends and family with a fabulous breakfast after!

Rowbust Paint Nite!! 23 June at 17:51 ·



Paddlers have fun while giving back

June 20, 2017

The sixth annual Fanshawe Dragon Boat Festival was held on June 10 at the Doug Wells Rowing Centre on Fanshawe Lake. This annual event is organized and hosted by the Rowbust Breast Cancer Survivor Dragon Boat Team, and is co-chaired by Linda Kuska, an RN in the Ortho Clinic at Victoria Hospital and Loraine Warnock, also an RN, who recently retired from LHSC.

There is traditionally a large health-care presence at this festival and this year was no different – of the 50 teams participating, 12 were representing health care. This year's Health Care Cup was won by Remission Possible, comprised of paddlers from the London Regional Cancer Program.

New this year was a 200m Breast Cancer Survivor Fun Race, which concluded with a touching Flower Ceremony in which the teams honoured those who have been taken from us by breast cancer, and celebrated those who are thriving post-treatment.

The 12 playfully named health-care teams were:

- The ICU Drips - ICU at UH
- The Kidney Failures - Nephrology VH
- Forewaters - Birthing Centre VH
- Heart Breakers - Cardiology UH
- ICU in our Wake - CCTC VH
- Remission Possible - London Regional Cancer Program – winner of the Health Care Cup
- In-Vit-Rowers - Fertility Clinic UH
- Skeleton Crew - Ortho Clinic VH with a little help from some friends
- Smooth Operators - Operating Room, St. Joes
- Lifesavers - Medicine UH
- Phlegmish Vikings - Respiratory Therapists VH and St. Joes
- Team XOXOXO - St. Joes

This event is a fundraiser for both the Rowbust team and the ACT Now Fund through the London Health Sciences Foundation. This year more than \$13,000 was raised for the ACT Now Fund, putting the grand total for the past three years' contribution to \$38,000 for the London Regional Cancer Program.

"We are proud of this program because every single Rowbust member has been treated at the London Regional Cancer Program, and this fundraiser allows us to support other cancer patients being treated there," said Kuska. "At the end of the day, we want everyone to have fun, get away from their computers for the day, get some exercise, have a day of team building and just a day to smile and just be happy!"



London dragon Boat Club

April 29, 2017 London Dragon Boat Club and Rowbust join forces for the day to install boat docks and launch dragon boats. It's official, let the 2017 season begin. A big thank you to the hard worker bees. The boat/dock launch and pot luck were a success. Thank you to Janice Agnew for taking photographs of dragon boaters and Fanshawe Yacht Club members.



2017 season has officially begun for two teams within London Dragon Boat Club.

Monday May 1 the Waves of Fury and the London Blades did some warm up exercises and hopped in the boats for the first paddle of the year. Best wishes to all the teams for a great season.



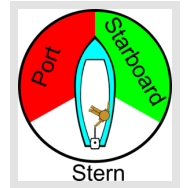
In May, rainfall seemed to be a large problem interrupting practices.....



An Introduction to Racing –The 3 main rules

There is a whole book on the rules of racing but I reckon there are only 3 you need to know to start. If you are inexperienced, the other sailors will gently point out the error of your ways if you are wrong racing

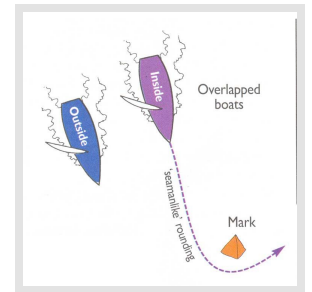
Rule 1. Port/Starboard – basically when you are tacking, often on the way to the first mark, if you are on Starboard you have right of way. I remember this one as “If you are sitting on the right of the boat, you’re alright”. This same rule applies for example two boats running down wind.



Rule 2. Windward boat gives way. Basically if two boats are on the same tack, the boat closer the wind gives way. There are a few variations that the leading sailors get excited about (they will mutter complex things about overlaps and sailing your proper course), but just remember the basic bit. In the picture, the white boat is the windward boat and has to give way.



Rule 3. Rounding a mark. This one gets a bit more complex. When you are coming up to a mark when you get to 3 boat lengths from the mark, any boat who has got an overlap (i.e. the front of their boat is ahead of the rear of your boat) has to be given room to go round the mark. They will normally shout “water at the mark” or something like that. If they clearly have no water and are trying it on shout back “no water”. But in the early stages it’s probably wise to give them room. In this case, the blue boat needs to give the purple boat room to go about the mark including room to turn towards the next mark!



What happens if you get it wrong? The main rule is avoid contact with another boat. If the other boat has to take avoiding action because you have broken a rule, you will need to do a 720 degree turn – i.e. go round twice. It’s easier to bear away and start with a gybe. You will know when you have to do this because the other boat will be bellowing at you to do your turns. If you accidentally touch a mark, then you do a 360 degree (once round) turn sometime after the mark but before the next mark.

(Article from UK’s Rudyard Lake Sailing Club)