

Our 2017 FYC Executive – These are the filled positions

2017 Executive Positions

Commodore	Chris Fogelman
Fleet Captain	Nicholas Callender
Treasurer	John Kabel
Nominating Committee Chair	Jeff Eames

2017 Sailing School Positions

Director	Arthur van Raalte
Deputy Director	Vera Eames
Committee Members	Chris Fogelman Adam Goarley Brian Hurst Denise Kinting Michael Peters

2017 Contributing Positions

Boat Master	Jim Mackenzie
Club Historian	Nina Myers
Club Steward	Bob Magill
Communications Officers	Mark Cole Sue Goldt
Facebook Contributor	Riley McCluskey
Facebook Coordinator	Kevin Biskaborn
Harbour Masters	Marc Lacoursiere Rob Perquin
Membership Chair	Bob Magill
Newsletter Editor	Sue Goldt
Public Relations Chair	Mark Cole
Racing Committee Chair	John Kabel
Roster & Handbook Editor	John Kabel
Web Site Coordinator	Kevin Biskaborn
Youth Representative	Jillian Smith
Club Steward.....	Bob Magill

Visit the club's website at www.fyc.on.ca
for up to date information or...



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We still need more people to help as executive or
flag officers – read on—



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Positions that need to be filled for 2017

Greetings fellow sailors.

As you all know, our sailing club has the potential to be one of the nicest places anywhere near London.

There are times when we have really good winds; the water is sometime clear and towards the end of the season even warm.

Our grounds are the envy of most and our facilities are exceptional. However we are really struggling to find a few good people to fill 3 positions on the executive.

We need a Vice Commodore, a Rear Commodore and a Secretary.



Without a full executive the work load falls on "The Few" who really don't have the time or capacity to cover all the jobs which need doing.

I think it is quite obvious, the less work gets done, and the club starts to deteriorate

Obviously this is something none of us want to see happen so I have a couple of ideas to encourage participation which I will be raising at the next general meeting.

1, I really believe each member of the executive should receive some token of appreciation for all the time and energy they commit to the club. I propose each member of the executive and their invited guest has all club function/food events paid for. This would include the annual dinner, regatta BBQ's and any other paid feeding at the club. I hope this incentive will be enough to encourage members to put themselves forward and serve on our board.

If this appeal is unsuccessful

2, I propose we hire a club manager who would take on the problematic tasks currently carried out by executive, for example, planning and supervising the spring and fall work parties, contacting volunteers for various duties around the club, ensuring the open house is fully supported and all sectors coordinated, the kitchen is staffed and food available when required, etc. etc.

If any family member is interested in getting involved but feels they don't have the right to vote there is a very easy way to do it. All you need to do is change the name on the membership form as Vera and I did when Vera took on the role of Treasurer a couple of years ago.

Meanwhile, if there is anyone who would like to come and work with us, please drop me a note and I will offer my support while you settle into any of these important position.

Happy Spring to you all Jeff, Past - it - Commodore.

ED NOTE: Love Jeff's title above!!! Following are the brief descriptions of the 3 positions as noted in our Club Member's Handbook. There are binders that outline the tasks in more detail.

Vice Commodore	Responsible for Clubhouse, grounds, Building Committee Liason, Club Steward Liason
Rear Commodore	Responsible for running Club's racing program and liaison to Social Committee
Club Secretary	Maintains Club records, including Constitution

Sailors must socialize! You know you can... - Last Wed Dinner out on April 12

Last Winter Wednesday Dinner Out – Apr 12

Location: Shelly's Tap and Grill, 591 Wellington Rd, London ON
Start Time: 5:30 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.



2017 Spring Work Parties - Saturday Apr 15 and 22



Work, work, work



Sail, sail, sail

From Nik Callender, Fleet Captain

'I am looking for someone any time now who would be available to pick up Carpet from the south side of London during the week (Friday or Tuesday mornings only at Alfred's Carpet One). They could store carpet in my garage or take it to the club so long as we have it on April 15. If they could get in touch with me I could fill in the details.

If you wanted you could add that I'm hoping to have a small work party of 5 or 6 people (one with a truck) the week before (Sat April 8th I think) so we can launch the barge as we did last year.'

ED NOTE: Well, work before pleasure – we need all able bodies for the upcoming spring work party. The day begins at 8:30 to 9AM until 4 PM. Lunch will be available for all workers.

Start out at the clubhouse where you can sign up for a work party and grab a morning java.

Please bring hand and power tools with extension cords to help out. The club does not have tools available. Oh, and dress for the weather – boots, work gloves and so on....you know....rain or shine!!

The basic chores include cleaning the buildings, launching docks and club boats, mooring field, preparation and serving lunch, yard work, clearing the dock and re-setting the tires and additional tasks as noted by the Executive.

An email will be sent out as a reminder and with more specifics prior to the day.



From the Sailing school Boathouse



In an effort to increase enrolment, the Sailing School is reaching out to outside groups to introduce more people to sailing or, in the case of the Scouts, to offer instruction to help them achieve their badges. So expect to see lots of enthusiasm at the club on some Sundays in June. Tentative date for the scouts is June 11. The Girl Guides have also requested some help to get their badges but we are still waiting for confirmation from them.

We received a grant from the Ontario Sailing Association to cover the costs of a "Try Sailing" Day for a group. The Big Brothers/Big Sisters Organization is very excited to accept this offer and 10 matches are expected on the lake on Sunday June 18.

As in previous years a free 2 week session is being offered to 1 girl and 1 boy through the Boys and Girls Club. This year the Sailing School Committee is hoping to have more input into the selection of the lucky beneficiaries.

If anyone knows of other groups who might like the opportunity for such an event, please reach out to someone on the committee. Our hope is to encourage new people to sign up for lessons or join the club.

Vera Eames Deputy Director of FYCSS

ED NOTE: These items concerning the sailing school preparations for the 2017 season are my excerpts from the Jan/ Feb General Meetings:

Kevin Biskaborn and Denise Kinting updated the 2017 Sailing School documents on the FYC Website. (what would we do without Kevin?)

There had been three adult enquiries about the sailing school and no youth inquiries at the time of the AGM

The Sailing School Committee meets on a monthly basis to prepare for the 2017 School year. The sailing school budget is set for 2017

There is the potential to develop a Wet Feet Group for 7 to 9 year olds. The purchase of boats for this group is being researched. *ED NOTE: If Optis are selected there is a program with Optis at the RHYC and this news >>>*

Canada will host the 2017 Optimist North American Championship at the Royal Canadian Yacht Club in Toronto, June 25 - July 2. Following the success of the Pan American Games in the summer of 2015, the Royal Canadian Yacht Club's bid proposal to host next year's North American Championship has been confirmed by the IODA Executive Committee.

In the spring, the sailing school will build hinged racks in the school boathouse for winter storage of their boats

Vera Eames, SS Deputy Director, stated both Boy Scouts and Guide groups have approached the club to ask for a program to fulfill the requirements for their sailing badge. This would be a half to full day session and may encourage some of the youths to look into sailing lessons.

John Kabel added that Vera Eames has been named the FYC Sailing School Liason to the government for Federal grants.

By the Feb GM, the School Manager and most instructors were hired. The school still needs a head instructor and one 1-2 instructors Registrations going well.

The Fanshawe Yacht Club Sailing School enables our club to work towards its Objectives:

- to provide facilities in which members and the community may receive instruction in sailing skills
- to encourage all phases of sailing activity on Fanshawe Lake
- to promote a high standard of skill and seamanship in the handling of sail craft
- to foster a friendly and co-operative spirit among its members and associates
- to perpetuate the tradition and fine spirit of the sport of yachting



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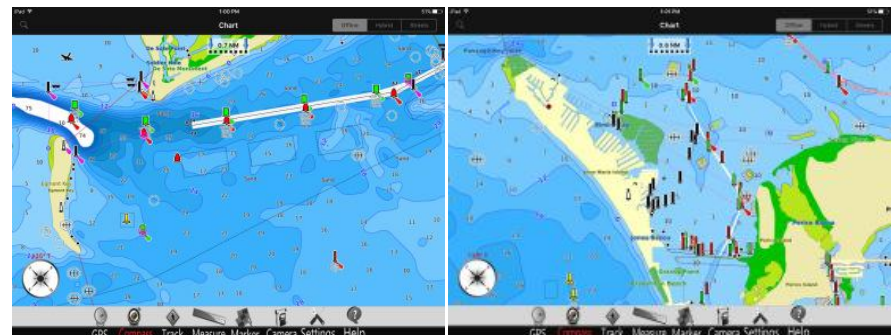
Jim and Carleen's magnificent adventure!

Follow Jim and Carleen at <https://trailertris.com>



ED NOTE: Above is a photo of Carleen and Jim's new supersized tri.

Below is the map of the race Jim entered with the mini sized tri.... You can read Carleen and Jim's blog below about the race.....



Willymakeit? Nope, not this year... Posted on **March 4, 2017** by **Carleen&Jim**

Well. Wind, as we know from many years of going to sailing regattas, is often your friend... Or not!

Today's start to the Everglades Challenge was postponed for a day as there was (and likely still is) a small craft wind warning. If that happens, the race organizers have a deal with the Coast Guard to not start a race. Fair enough.

The wind conditions are supposed to be the same as today all along the course for the next few days with high waves and the winds not diminishing at night, making it difficult to even anchor comfortably.



So Jim has decided to pull the plug on this year's Challenge. He wants to have fun, not die!!!

We went back to the beach to de-rig Leftovers and found that she was one of the last on the beach. Most racers have retired or have moved on to Checkpoint 1 at Cape Haze Marina where they will try another start at 7:00 am tomorrow. We won't be there. But we will be interested to see if they actually start.

At the beach at Fort de Soto, Randy Smyth's Scizzors, which has a wing sail (!!), will start from there tomorrow. The man is a machine.

So, instead of racing, Jim and Paul will go kiteboarding nearby tomorrow!! This afternoon after we packed up the boat, we went to the nearby bridge beach where the Tampa Big Air kiteboarding competition was being held. Wow! Paul brought a couple of kites and his board so that's our plan for tomorrow.

Thanks for all of your support and good wishes. Special thanks to Mike Morris and Bob Magill for coming to the start that wasn't today. Great to have some FYC'ers there. Bob, I'm sorry we missed you but we went back to the hotel for a nap after the big announcement this am.

Jim is a bit bummed but he's ok with his decision. It's the right decision.

Willymakeit's scouting mission south Posted on March 5, 2017 by Carleen&Jim

Now that Jim has decided not to do the Everglades Challenge, he and his crew (posse, shore team, groupies, whatever you want to call us...) have decided to follow the route south to check out the check points at Chokoloskee and Flamingo. We can also scout ramps, docks, waterfront eateries, places to shelter, etc. We will end up in Kay Largo on Wednesday to have a few days to play before the big Tribe party on Saturday.

Already on our trek around Fort Myers Beach, we saw a few Tribers as they make their way south. We ran into 'BlackBeard' on the beach and he was bailing out his Boat (a Hobie Kayak of some kind) and said it was a wet ride. His plan was to continue into the night along the Gulf shore as it was not too wavy! We found that on the inside route through the mooring field down the ICW that the strong winds were really funnelling and it was quite choppy. We saw one paddler in there but don't know who it was.

Pretty interesting to follow the Tribers on FB (sorry it's a closed site) and on the Tracking map. So onward we go!



Sailing Stories

What is that Smell???

ED NOTE: as promised in the last issue; here is story 2. Not for the weak of stomach!!

Our Irwin 30 was finally ready to be put back in the water after a month at the boat yard. In an effort to remove the jinx from the boat we decided to rename it Morningstar, this was my Grandmother's maiden name and our daughter's middle name and I thought it would be a great name for a sailboat.



The lift picked up the boat and put it in the water; it floated and was soon ready to sail away. We once again proceeded up the river to our home port in Belle River.

We were planning to sail to Put in Bay in a few weeks so went about getting the boat put back together. In preparation for the trip Nath and I spent several nights at dock. This was the first time we've had a boat with a pump out head and decided to use it rather than make the long walk to the public washrooms.

Nath was the lucky first one to experience this luxury and soon called out that the handle wouldn't push back down. I came to her rescue and was able to force the handle back down slowly. There is definitely a problem there. The previous owner had a straightened coat hanger and he had mentioned that occasionally the vent line needed to be cleared of spider webs. I did that and then went back to the head to try to pump again.

Still stiff on the first pump, so I tried again, I was pushing when suddenly it cleared and pumped easily. Wonderful, another problem solved.

Over the next week we took the boat out, practiced anchoring, sailing and were feeling pretty good about Morningstar. There was the slight head odor that is common to all boats but we thought nothing of it and usually would just crack the ports a bit for fresh air.

One particularly warm day I went to the boat and was assaulted by a particularly foul smell when I opened the hatch.

I opened the bilge to see if perhaps a line had come loose from the head and had filled it. It was perfectly clear. Next I checked the holding tank that was under the v-berth, it looked fine and was not overfull.

I decided to start following the lines to see if I could determine what the problem was, I traced the line from the Head forward; it ran alongside the tank into where the chain locker was, nicely sealed through the chain locker bulkhead. It then came back out of the chain locker bulkhead, nicely sealed to the top forward part of the tank to a proper connection. Everything looked wonderful, but what was that awful smell.

I decided that would open the chain locker to see if something was amiss in there. The inspection plate was sealed with a thick bead of caulking and held with about a dozen screws.

I removed the top screw and suddenly a stream of brownish blue liquid came shooting out of the hole. You may have heard the joke about the elephant and the cork, that was me trying to get that screw back in. Luckily I had removed the cushions to check the tank initially.



What had happened is the plumbing line had become worn from the chain rubbing up and down it over the years and must have finally let go the day I forced the plunger. The drain from the chain locker had become plugged with mud and dirt so the chain locker had effectively become the new holding tank.

It really was a horrible job cleaning up that mess. I will not go into details but I had a blue tinge to my skin up to my elbows for a week. I ended up removing the holding tank and replacing it with a smaller one so that the line did not need to be routed through the chain locker.

This had to be the end of our problems with the boat, but that was not so. We finally did take the boat to Put in Bay. While on the mooring ball we found that the battery would not hold its charge very long, even though it was a new Gel type deep cycle battery.

Through some investigation I found that the previous owner had done some wiring modifications so that every 12 volt device on the boat was wired taking the longest route to the fuse panel and used 18ga speaker wire for conductors. All the perfectly good original boat wiring was still in place and I was able to rewire everything while on the mooring ball.

When I got back to our marina I removed all of the speaker wire and it filled 2 garbage bags. You might remember from my first story the wonderful survey I got.

Nath said, "Sell the Boat", so we did. Surprisingly we sold it for about 4k more than we paid for it.

By the way, the new owner had the boat surveyed and it passed with flying colors. Cheers

Captain Brian.



Items for sale at FYC

West Marine VHF500 DSC Fixed Mount Marine Radio \$50.00

Waterproof wind suit Nylon Exterior With PVC Red Size XL New \$40.00

The Floater Mustang Coat Red Size Large kg é 242 lbs \$35.00

Schaffer 3 to 1 Main Sheet Block 3é8 Line with Fiddle Block and Cleat 22ft of line New \$40.00

Contact: Brian Perry

2017 FYC General Meetings



Upcoming meetings are scheduled below. As always, the notice of meeting and minutes will be emailed prior to the date with any special notices.

General Meeting – March 27 and April 24

Location: Aeolian Hall, 795 Dundas St. E.

Start Time: 7:00 PM

End Time: 9:00 PM

For the racers in the club, there is a discussion to change the racing setup to for cruisers and smaller boats. The meeting in March will be dedicated to this topic. Needed....



FYC Racing 2017- priming the race programme



The 2017 racing programme is scheduled on the club calendar on the club website www.fyc.on.ca

2017 Formal Racing –regattas



→ **June 3 and 4 2017**
Open to out of club sailors



→ **June 25, 2017**
Introduce new people to sailing



→ **August 26 and 27, 2017**
Club only regatta



→ **September 9, 2017**
Open regatta for all homebuilt plywood sailboats



→ **October 7 and 8 2017**
Open to out of club sailors

2017 Informal Racing

Wednesday Afternoon & Night Races – Wed May 3 to Wed Oct 11

Location: Fanshawe Yacht Club

Start Time: 2:00 PM & 6:00 PM

These races are informal providing a good chance to develop or perfect your racing skills and to meet other sailors. More information on the race directions will be available in the next issue of the Dockside scuttlebutt.

Other racing info

John Kabel will continue as Race Officer in 2017 but the club is in need of a Rear Commodore to arrange volunteers for the basis of each regatta – registration, lunch, advertizing for open regattas, awards. Bob Magill, Membership Chair, will have the volunteer lists to help with this task and John is fully aware of the needs. Lots of help.

A weekend Race Officer Training was offered March 4 at the Sarnia YC. John Kabel attended to complete Level 2.

The Ontario Summer Games has named London as the center for the games. FYC was approached earlier to host the sailing events so it is likely they will be held at the club.

London to host 2018 Ontario Summer Games

By [Londoner Staff](#), Londoner
Thursday, August 11, 2016 11:45:35 EDT AM

The Ontario Summer Games will return to London in 2018, the fourth time The Forest City has been chosen to host the event. Tourism London released the news August 11 prior to an official announcement during the opening ceremonies of the 2016 Ontario Summer Games in Mississauga August 11.

"We are so honored to have been chosen as the host community for the 2018 Ontario Summer Games," said Cheryl Finn, Tourism London's director of sport tourism, in a news release. "London has a phenomenal history of successfully hosting multi-sport events and we plan to provide athletes, and their families with an experience in our city that they will never forget."

"London is a sports city through and through," added Mayor Matt Brown. "This is a fantastic opportunity to showcase all our community has to offer."

The 2018 Ontario Summer Games are scheduled to take place August 3 to 5. Bill Merrylees, detective superintendent with the London Police Services (also the president and CEO of the Can-Am Police-Fire Games Federation and vice president of the International Police Sport Union) has been chosen to chair the London Host Organizing Committee.

"This is great and exciting news that London has been selected to host the Ontario Summer Games in 2018," Merrylees said. "We have great venues and our volunteers will make the athletes and their families feel welcomed."

The Ontario Summer Games is the largest multi-sport event in the province. Over 3,000 youth athletes, coaches, managers and officials are expected to attend. The event will include 22-27 different sports and is expected to produce an economic impact of over \$6 million for the city, according to Tourism London.

London has previously hosted the Ontario Summer Games in 2004, 1996, and 1975.

The provincial government also announced the hosts of the Ontario 55+ Summer Games and the Ontario Winter Games: Mississauga and Orillia, respectively. The province is spending \$2 million to support all three events.

Around the Club



The FYC Hoist: Nick Callender, Fleet Captain, his findings re the acceptability of our current boat hoist and options available to the club.



1. Conversation with the club insurer confirmed that the existing hoist could not be insured
2. A replacement hoist must meet a number of requirements:
 - a. It must be UL or CSA accredited
 - b. The maximum weight it can support must be higher than what is needed
 - c. Extensive training sessions would be required for a certified operator who would be there as the lift is used.
 - d. Would require inspections, likely annually
 - e. Would need to be locked when the certified operator is not present
 - f. Would cost about \$15000
 - g. Would require maintenance
 - h. Safe operating instructions would be supplied by the manufacturer
3. Other simpler less expensive lifts are available but cannot be certified so cannot be on the club premises for use by members

A decision re the boat hoist was made at the February GM:

A survey of the hoist users showed no interest in organizing, joining, or having a private hoist on personal property. The hoist at club will be scrapped.

The Commodore calls for notice of any other dangers which resemble what came to exist with the hoist so that the matter may be dealt with expediently.

Overhead issues: The Sail School boathouse roof was repaired. The leak was related to a flaw in the design of the roof ridge. The Mackenzie Hall has the same ridge so should be watched.

Spring repairs needed:

1. Spring work will be needed on the water supply lines at the meter under the electric panel. This needs to be completed before the first work party.
2. The men's room will be upgraded this summer
3. The club electrical system is aging so may need some work

Paying memberships and for sailing classes online. ED NOTE: this was the last direction re this payment method:

How To Pay FYC Membership Electronically

Members have been asking about this all year, and we are finally ready!! If you wish to pay your FYC membership dues and UTRCA passes by e-transfer (Interac), you may do so through your financial institution's online banking system. A reminder that FYC car and boat passes are \$110 each, not \$100, due to an increase in UTRCA prices.

Prepare your membership form as usual, to determine the total you need to pay. Once you have completed the e-payment, you will still have to mail the form to FYC, so that we can enter your information into our database. On the membership form, just below the Fee Total box, write in that you are paying by e-transfer.

Using your bank's online system, send an e-payment (Interac payment) to this e-mail: fycpmnts@rogers.com

Your bank will require you to send, separately or by phone, the answer to a security question. Send that to the above e-mail as well, if that is the process your bank uses. Or call John Kabel at [519-453-9376](tel:519-453-9376) or [226-268-1880](tel:226-268-1880).

Your bank may charge you a fee (typically \$1.50-\$2.00) for this service. That will be withdrawn from your account.

You will receive a confirmation from FYC when your payment has been successfully received at our end.

Thanks for your interest in electronic payments.

John Kabel, Treasurer, FYC

A few budget notes:

1. Large capital expenses include the barge replacement \$4000 and funds set aside for the main dock \$4500
2. Utilities and phone expenses will be divided in 2017 in both budgets.

3. Larger expenses in 2017 include the buyout of the race trailer, the boat racks built in the boathouse, purchase of optimists, purchase of a coach boat and repairs on the CL's
4. Key and dock deposits remain under liability and cannot be used for any other purpose. At one time in the past, 1/3 of the key deposit was returned to general funds as members did not return. Brian Hurst suggested that a set period (e.g. 2 years from leaving club) be made for return of keys to better manage this fund. Bob Magill will be asked about this suggestion

Voting rights for youth members: Voting rights for youth members: Jeff Eames brought this issue forward from previous discussions and added this on the list of new business. In his absence the issue has been explained by the Exec team members. Arthur explained: We have a youth member on the EC, but in case of a motion with a vote, the official Youth Representative has no voting rights. The motion is to address this conflict. (See below re the change in the constitution)

Constitution Motions:

Motion 1- passed

Jeff Eames moves, seconded by Chris Fogelman, that Article 11.03 of the Constitution and Bylaws of Fanshawe Yacht Club be amended as follows: Change "eight" to "nine," include the title "Youth Representative" in the list of Board of Directors, and add the stipulation that "The Youth Representative must be a Youth Member of the Club in good standing."

Rationale: This increases the number of Directors by one, establishes the role of Youth Representative, and prevents an adult member of the Club from taking that position.

Motion 2- passed

Jeff Eames moves, seconded by John Kabel, that the role of the Youth Representative be defined as follows by adding to the Constitution and Bylaws of Fanshawe Yacht Club the Article: "13.11 The Youth Representative is to be a voice of the young members of the Club on the Board of Directors."

Rationale: Young members may wish to have special social events or be able to reach out to the youth of London and area in ways not usual to older members of the Club. This will, hopefully, foster the introduction of new young members into the Club, and ultimately ensure its viability. Note that Sailing School instructors are members of the Club while they are on staff, so the YR would automatically speak for those people as well.

Motion 3- passed

John Kabel moves, seconded by Arthur van Raalte, that Article 13.08 b) of the Constitution and Bylaws be amended by changing "Club Racing Rules" to "the current version of Racing Rules of Sailing" and "Great Lakes Rules of the Road" to "the latest edition of Collision Regulations or the Transport Canada Safe Boating Guide or their equivalents if they are superseded."

Rationale: The two publications referred to in the current version of this Article do not exist, so to have proper legal framework for insurance and racing purposes, the correct applicable documents should be referred to.

Volunteering Wife, Spouse, Partner (including boat owning partnerships), And Family Members. Discussed – not adopted.

Article 3.02 of the Constitution and Bylaws of the Club include the title of "Partner of Owner Member: the married or common-law spouse of an Owner Member, or one other member of their immediate family as designated by them, aged 18 years of age or over, and living with them."

Rationale: This establishes the ability of a volunteer spouse of an Owner Member to have full voting rights within the Club, and take Board positions if desired. In the case where an Owner Member is single or widowed, they would designate a competent adult from their immediate family, if they wished, to have these rights. This would increase the pool of people able to stand for executive positions, and remove a long-standing bias against wives of Owner Members, who now have a voice only through their husbands, for example. Only cohabiting members would be eligible, as an Owner Member would not be able to designate non-members of the Club. If a boat is owned by two people in a partnership then this corporate entity may also have the second owner designated.

Respectfully submitted for the member's consideration and circulation.

Spring things to do before the club opens!

Kinsmen Fanshawe Sugar Bush-- MARCH 4 - 17, 2017

21201-C Lakeside Drive
Thorndale ON N0M 2P0

TIME: **9:00 AM - 4:00 PM**
TELEPHONE: **(519) 461-1073**
EMAIL: **Email us**
COST: **\$2-\$10**

Pancake House and Maple Sugar Shack Tours
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Weekly entertainment, Pancake house serving mouth watering pancakes with our own sweet maple syrup. Enjoy historic horse-drawn wagon tours. See how Maple syrup was discovered and how it is made today.
Maple products for sale include Maple Syrup, Maple Butter and Maple Floss.

Open each weekend in March and all of March Break (March 4, 5, 11, 12, 18, 19, 25 and 26) from 9 AM - 4 PM, & wagon rides are free with admittance from 9:30 - Noon & 1 PM - 3:30 PM.

Cost: \$2 for children under 12; \$3 for Adults or \$10 for carload

2017 UTRCA Fees



ENTRY FEES (DAILY/SEASONAL)

Vehicle Day Pass – \$13
 Vehicle Season Pass – \$110
 Pedestrian/Cyclist Day Pass Adult – \$7
 Pedestrian/Cyclist Day Pass Child (ages 1-11) – \$3
 Pedestrian/Cyclist Season Pass Adult – \$60
 Pedestrian/Cyclist Season Pass Child (ages 1-11) – \$30
 Bus Pass Day – \$110
 Motor/Sail Boat Day Pass – \$14 (+ vehicle entry fees)
 Motor/Sail Boat Season Pass – \$110 (+ vehicle entry fees)

BOAT / BIKE RENTALS

Fanshawe CA

Canoe/Kayak Half Day (<4 hrs) – \$30
 Canoe/Kayak Full Day (>4 hrs) – \$40

PAVILION RENTALS

Fanshawe/Pittock/Wildwood CA – Day Use Pavilion – \$90 (+ vehicle entry fees)

Fanshawe CA – Watson Porter Pavilion

Standard Package – \$375 (+ vehicle entry fees)
 Wedding Package – \$2000 (includes 2 day access to pavilion & all vehicle entry fees)
 Inclusive Package – \$1000 (includes entry fees for 30 vehicles)

Fanshawe CA – Lakeview Pavilion

Standard Package – \$250 (+ vehicle entry fees)
 Wedding Package – \$875 (includes 2 day access to pavilion & all vehicle entry fees)
 Inclusive Package – \$650 (includes entry fees for 30 vehicles)
Please contact the Conservation Areas directly for pavilion/shelter rentals.

CAMPING FEES

NIGHTLY/WEEKLY CAMPING

Reservation Fee – \$13
 Change Fee – \$15
 Cancellation Fee – \$20
 Daily Electric Site 15/30 amp – \$48
 Daily Electric Site 50 amp (Pittock) – \$52
 Daily Non Electric Site – \$38

Weekly Electric Site 15/30 amp – \$315
 Weekly Electric Site 50 amp (Pittock) – \$340
 Weekly Non Electric Site – \$250

Back Country Camp Site (Pittock, Wildwood)
 Daily – \$38 (14 day maximum stay)

Weekly – \$250 (14 day maximum stay)

Canoe/hike/bike in only

Canoe rentals (per day with back country camping only, subject to availability) – \$20

Additional Vehicle Pass – \$13 per day

Please contact the Conservation Areas directly for group camping reservations.

SEASONAL CAMPING

Seasonal 30 amp – \$2,400
 Seasonal 15 amp – \$2,300
 Seasonal 30 amp Waterfront (Pittock) – \$2,630
 Seasonal 30 amp Premium (Fanshawe, Pittock) – \$3,265
 Seasonal Non Electric (Fanshawe) – \$1,695
 Seasonal Non Electric Waterfront (Fanshawe) – \$1,765
 Additional Seasons Vehicle Pass – \$105

SEWAGE DISPOSAL

Weekly Disposal – \$500
 Bi-Weekly Disposal – \$275
 Single Request Disposal – \$50
 Unscheduled Disposal – \$85
 Non Camper Disposal – \$50

STORAGE

Trailer Storage – \$255
 Shed/Deck Storage – \$130
 Boat Storage – \$165

Kingston Penitentiary redevelopment pitch includes sailing school

Local group has put forward a \$300-million redevelopment plan

The Canadian Press Posted: Dec 19, 2016

A local group has put forward a \$300-million redevelopment plan for Kingston Penitentiary that would see the jail along the shores of Lake Ontario turned into an elite training centre for Canadian sailors, alongside a new wind power research institute.



The proposal would open up the facility to the water by tearing down all but the northern wall with the large, heavy, barred doors at the prison's entrance. Inside the sprawling property would be two museums documenting the jail's controversial history, as well as new commercial space and condominiums

ED NOTE: as a 1970-80's Laser sailor, this is one of the best sailing sites in Ontario!!
 Home to CORK

2017 FYC Events Schedule – some dates still may change!!



2017 FYC Meetings

Executive Meetings are held the first Monday of each month. Please have agenda items, questions or comments submitted to the FYC Secretary prior to the date

General Meetings – There are two GMs scheduled before the sailing season Begins – march 27 and April 17. Notice of meeting will be sent out prior to the meetings With agenda and minutes.

MARCH

27 **General Meeting** Aeolian Hall, 795 Dundas St. E. 7-9 PM

APRIL

12 **Wednesday Dinner Out**
15 **Spring work party 1, 8:30 – 4**
Access through north gate at Fanshawe CA
17 **General Meeting** Aeolian Hall, 795 Dundas St. E. 7-9 PM
21 **Fanshawe Conservation Area opens for season**
22 **Spring work party 2 – if needed**

MAY

3 Wednesday informal races at 2PM and 6PM
10 Wednesday informal races at 2PM and 6PM
17 Wednesday informal races at 2PM and 6PM
21 **Commodore's Sail Past and Reception**
24 Wednesday informal races at 2PM and 6PM
27/29 **FYC club and sailing school Open House**
29 –JN 10 DB community practice for DB regatta
31 Wednesday informal races at 2PM and 6PM

JUNE

1-10 DB community practice for DB regatta
3-4 **June Bug Regatta- open regatta**
7 Wednesday informal races at 2PM and 6PM
10 **Fanshawe Dragon Boat Festival at the rowing club**
14 Wednesday informal races at 2PM and 6PM
21 Wednesday informal races at 2PM and 6PM
25 **Commodore's Club Regatta – Open Regatta**
28 Wednesday informal races at 2PM and 6PM

JULY

5 Wednesday informal races at 2PM and 6PM
12 Wednesday informal races at 2PM and 6PM
19 Wednesday informal races at 2PM and 6PM
26 Wednesday informal races at 2PM and 6PM

AUGUST

2 Wednesday informal races at 2PM and 6PM
9 Wednesday informal races at 2PM and 6PM
16 Wednesday informal races at 2PM and 6PM
23 Wednesday informal races at 2PM and 6PM
26-27 **Club Championship Regatta – Club Regatta**
30 Wednesday informal races at 2PM and 6PM

SEPTEMBER

6 Wednesday informal races at 2PM and 6PM
9 **6th Annual Plywood Classic Regatta - Open**
13 Wednesday informal races at 2PM and 6PM
16 **Sailing School Fall work party**
20 Wednesday informal races at 2PM and 6PM
23 **Annual Dragon Boat Challenge – sailors invited**
27 Wednesday informal races at 2PM and 6PM

OCTOBER

4 Wednesday informal races at 2PM and 6PM
7-9 **FYC Pumpkin Regatta- Open Regatta**
11 Wednesday informal races at 2PM and 6PM
14 **Fall work party 1**
16 Fanshawe Conservation area closes for season
21 **Fall work party 2 if needed**

NOVEMBER

TBA FYC Annual Budget Meeting
TBA FYC Annual Banquet for all club members

FYC Sailing school course



Start dates are noted on the club calendar at www.fyc.on.ca and all information required to participate can be found on the club site as well.

2017 UTRCA Special Events

<http://thamesriver.on.ca/events/>



APRIL

April 22 – [Fanshawe, Wildwood](#) and [Pittock](#) Conservation Areas open for the season
April 22 – [Thames River Clean Up](#)
April 22 – [London Clean & Green](#)

MAY

May – [Emergency Preparedness Week](#), London
May – [Elgin Children's Water Festival](#), St. Thomas
May 20 – [Fanshawe Pioneer Village](#) opens
May 22 – [Fanshawe Optimist Fireworks Show](#), Fanshawe CA

JUNE

June 10 – [Fanshawe Dragon Boat Festival](#), Fanshawe CA
June 17 – [The Wild Ride](#), Wildwood CA

JULY

July 1-9 – [Family Fishing Week](#) (no fishing license needed)
July 8 – [Family Fishing Day](#), Fanshawe CA
July 8 – [Wildwood Family Fishing Derby](#), Wildwood CA
July 8 – [Pittock Fishing Derby](#), Pittock CA

AUGUST

August 12 – [Woodstock Rotary Club Dragon Boat Festival](#), Pittock CA
August 26,27 – [Fanshawe 1812](#), Fanshawe Pioneer Village
August 27 – [St. Mary's Memorial Tree Dedication](#), Wildwood CA

SEPTEMBER

September 9 – [Xtremely Amazing Warrior Race](#), Fanshawe CA
September 23 – [VON Hike for Hospice](#), Pittock CA
September 24 – [Furntrey Memorial Forest Dedication](#), Fanshawe CA

OCTOBER

October 1 – [Woodstock Memorial Forest Dedication](#), Pittock CA
October 1 – [Exhale MTB Race, Lung Association](#), Fanshawe CA
October 9 – Fanshawe Pioneer Village closes for the season
October 14 – [Vulture Bait Trail Race](#), Fanshawe CA
October 15 – Fanshawe, Pittock and Wildwood CAs close for the season
October – Cool Running, Pittock CA

Let's do Launch

Tidbits from an article in May 2016 Cottage Life with Sue's additions.

Time to jazz up that ride before placing it in our fair lake. If you use cleaning products....use them on dry land away from the shore so we can keep Fanshawe Lake pristine (...ummaybe pristine isn't quite the word.....)

Once you spend a warm day in the sun with your favourite beverage and a bit of elbow work you'll be the talk of the club!

The Enclosure – all things canvas/ acrylic /polyester



Dust dirt and mildew shorten the life of the canvas and impede its ability to shed water.

Repair holes and tears – glue and patches do **not** work on canvas, the sun will make short work of that type of repair. This means the patch must be sewn on. This can be done professionally (e.g. Raymond brothers) or even by hand.

Use UV protected thread for outdoor use.

Fabricland and Len's Mill Store carry this thread along with all types of waterproof outdoor fabrics. ...and the staff can inform you of the better selection. Then all you need is a lawn chair, sunscreen, needle and thread and canvas. If you do this at the club, bring a second chair for company.

Cleaning the fabric –

Easy Clean - Place the cover on a tarp on the ground (or you can clean it as it is on the boat if you don't mind the soapy water in the cockpit) and scrub it with a soft brush and a mild soap such as Ivory dish soap (or 3M boat soap) Hang to dry. If you are tempted to throw it in your dryer, be aware that it may shrink and distort or that it may damage the fabric – not a good idea.

Deep Clean – If the canvas is dirty or mildewed; it needs more work. Never use heavy duty detergents or acidic cleaners or what your neighbour says works. Your best bet is 2 ounces of dishwashing liquid and one cup of bleach in five litres of water. Scrub with a soft brush and rinse really well.

Look on line for the manufacturer's suggestion for the type of fabric you have...they usually have deep cleaning



instructions online and some videos are out there. For example *Sailrite suggests; for cleaning canvas, like Sunbrella, use 303 Multi-Surface cleaner, it does a great job and will safely clean a number of surfaces.*

You can have covers dry cleaned but be absolutely sure they have had experience at the shop with these fabrics.

At stores such as Home Depot, there are new mold and mildew sprays that are better than using bleach because they don't just inhibit the growth as bleach does but actually kill the growth so it does not return. Great on boat interior walls and ceiling!

Plastic Windows- It is important that you can see out of the windows unless you are hiding!! The windows in enclosures may be vinyl with other materials in the mix. Some chemicals in cleaners such as silicones, solvents and DEET can melt, scratch or cloud the material.

To clean, use a small amount of white vinegar mixed with water and applied with a soft cloth. There are specific products on the market for the windows such as Clear View by Aurora Products

You can put a protective finish on the plastic windows once clean. Examples: Imar Strataglass Protective Polish #302. If you check the Sailrite website, they have instructions on use of this product.

Zippers – arrrrgh –

Corrosion, broken teeth and broken sliders are the main culprits.

If the problem is the slider and the zipper stays open even as the slider slides on, the answer is to replace the slider. To do this, remove the zipper at the bottom, slip on the new slider and replace the stops. All the parts of the zipper as well as zipper by the foot can now be purchased at Fabricland or Len's Mills store (not in all sizes though) or online from the Barrie Store <http://www.itsoutdoorfabrics.com/>

Corrosion can be prevented if you add a zipper lubricating gel at the beginning and end of season. (Snap Lubricant, E-Z Snap). Use it on the canvas snaps as well.

Seam seal – Seam seal is available at camp stores and auto stores (Canadian Tire, Princess Auto) to keep that cover watertight.

First pass- Wash the entire hull surface with hot water and mild dish soap using a clean cloth. Check the surface as you go and mark spots that need repair with a grease pencil or tape. Dish soap does remove grease and wax but it is better to put wax on a clean surface rather than old yellowed wax.

Hull Stains – Okay, so you didn't wash the yellow stains off the hull above the waterline last fall...now, it will be more work,,,sighhh.

Begin with soap and water and you can use a green scrubbing pad or fine steel wool but be very careful not to scratch the finish!! You can use a product called Slimy Grimy by Hayes.

If that doesn't work try a product with oxalic or muriatic acid (these acids are in strong toilet bowl cleaners) such as Slime be Gone by Natural Marine. If you use these acidic products wear protective eyewear, gloves, mask and clothing. Apply the acid with a rag....if you spray it all over, it can drip on a metal trailer...not good.

Rinse the hull well during application and after to prevent damage to the gelcoat. Rinsing while working also dilutes any acid that drips on the trailer.

Next fall, take time to wash well as soon as you take the boat out of the water, On Fanshawe, a haul out mid seasons and scrub down with a power sprayer will prevent a lot of the scum and zebra mussel build-up.

Gelcoat- A hard pigmented polyester or epoxy resin on top of the structural fiberglass, the gelcoat is 100 times harder than paint and doesn't peel. Over time, the gelcoat oxidizes and begins to fade in the sun. Wax slows the process. The older the boat, the more important to wax.

Waxing – If water doesn't bead off the gelcoat---time to wax!

A product training specialist from 3M advises against the technique of using cutting compound (an abrasive used to remove old wax), polishing and waxing by hand. The recommended application is using a high quality, variable speed rotary polisher. Check marine outfitters for recommended wax and directions or on the websites of major marine wax manufacturers for product-selection guides and applications.

Bad oxidization –when oxidization is bad, the surface may feel rough or chalky after washing, or may stay faded or hazy after waxing or water will stop beading off the surface after a few weeks. Now waxing isn't enough

Now you need an even more aggressive approach with cutting compound to remove old wax, or even a wet sanding followed by a good polish treatment. This is a task done best at a marina with a marine detailer or someone the staff can recommend in the area. It is expensive. Or you can tackle the job yourself if you are really enthusiastic. We have members at FYC who can give excellent advice on this.

Scratches and gouges – Now according to the article I am referencing, more than 90% of stress or impact cracks extend into the fiberglass laminate below the surface

Now to the hull



Since we don't have a sail-over boat wash as pictured I guess it is a do it yourself project!

of the gelcoat. If you just fill the crack, it is most likely to recur. The answer is work --- grind out the areas and lay more fibreglass then coat with gelcoat.

- Shallow paper thin lines in the surface can be buffed with an electric polisher and rubbing compound or cut polish.
- Small surface scuffs are cosmetic and can remain or can be sanded out and filled with gelcoat.
- Slightly deeper dings and scratches can be sandpapered out starting with 400 grit sandpaper, then 600, 800 and 1200 grit forming a widening arc. Then buff with an electric polisher and rubbing compound or cut polish. It isn't easy to tell how deep the gelcoat is on the boat so be very careful not to sand down to the fibreglass.
- Deeper scrapes and gouges need to be sanded and refilled with gelcoat....PROBLEM! You can never completely match the gelcoat (even white) unless you go to a professional fibreglasser.

Applying gelcoat – Rough up the area with 80 or 120 grit sandpaper. For tiny divots, rough up the area with a drill bit (no drill) slightly larger than the hole in the gelcoat. Hold the bit in your hand and roll it gently in the damaged area. Sand out the rough edges continuing outward from the damaged area to help with abrasion. Clean the area with acetone.

Add colour pigment to the gelcoat until it matches the hull colour as best you can. Then add the catalyst and blend well. It will cure slightly darker than the wet gelcoat. Use a toothpick to add gelcoat to small divot.

If using on linear scrapes on the side of the hull, add a thickener such as Cab-O Sil to the gelcoat to prevent dripping or sagging of the gelcoat.

Once well set, sand with 220 grit and work up to 1000 to 1200 grit sandpaper until the surface is smooth. Buff out and wax.

- If there is access, replace the screw with a bolt in fibreglass or wood.
- A temporary fix in wood or fibreglass is to put a small piece of stainless steel wool in the hole and reinsert the fastener.
- For snap fasteners, replace the screw with a rivet.
- In Fibreglass, drill out a hole a bit larger and mix up a batch of epoxy or polyester resin with a filler such as Cab-O-Sil or 3M glass bubbles or short strands from a piece of fibreglass mat. The texture should be like peanut butter, thick enough not to drip through the hole. Fill the hole and let cure overnight until rock hard, then redrill the hole for the fastener. Be sure to bevel the edges of the hole a bit to avoid cracking the gelcoat when tightening the screw. Before screwing in the screw, put a bit of wax on the threads as a lubricant.

A simpler alternative is to fill the hole as described and put the screw in immediately and tighten it only slightly, let the resin dry overnight and then tighten the fastener.

- Caulking will not work to hold a screw in place!

Metal Trim – Clean metal fittings and rails by hand with a metal polish and a soft cloth. Autosol Metal Polish is suggested.

Below deck -Vinyl seat covers can be cleaned with a vinyl product that also has plasticizers in it to condition the material and provide UV protection

Cloth covered cushions should not be left over winter in the boat if the boat is not in temperature controlled storage. Mildew and mold become big issues with wide temp swings. If the covers are very dirty, it is cheaper to replace than to recover cushions if available.

Carpeting – glued in carpets can be vacuumed and steam cleaned. Removal carpeting can be taken out and cleaned. Replacing sections may be impossible because over time and outdoor fading, the carpet cannot be colour matched.

Hardware

If you have wobbly or loose screws holding on fasteners or screws that can't be tightened – the best course is to remove it and repair the hole before replacing the fastener. Here are the tidbits from this bit of info.

- Screws in wood.. If the wood is thick enough, try a longer screw, if not thick enough, glue a sliver, wedge or wooden matchstick in the hole and reinstall the screw... If the wood is spongy around the screw....oh-oh....wood rot.....the task has become bigger



Find the best sailing knife for your needs – some offshore races are now requiring a knife on deck

EDNOTE: Some long time sailors at FYC will know of the incident where a knife was critical in saving a young sailor. Two young people, who were club members, were sailing a Y-Flyer that capsized. Just in an unfortunate turn of events, the main sheet looped around the neck of one of the young people holding her under water. The skipper tried to pull her out of the water to breathe resulting in the rope tightening. Another FYC sailor was nearby and happened to have a knife to cut the line. The young sailor was unconscious when taken by ambulance from the club to the hospital but recovered well. Those of us who knew of the incident certainly now understand the need of a knife on board and handy! So here is all things sailing knives.....

By TIM ROBINSON APRIL 23, 2012 (Sailing World)

There is no survival tool older or more utilitarian than a knife. Prehistoric man survived thanks to crude versions of them, pirates used and abused them, and today dinghy sailors to professional ocean racers are required to carry them. So, you'll likely need a sailing knife this season, if you don't have one already. Search the Internet and you'll discover plenty of makes and models, but the challenge in selecting one for personal use is that there's no such thing as the perfect knife. Selecting the most appropriate knife comes down to individual choice, environment, type of boat, and your expected use.



The requirement of a cockpit sailing knife has always existed for most offshore and inshore races sailed under the ISAF Special Regulations. Regulations usually require a knife to be kept in the boat's safety grab bag as well. These rules mandate the on deck knife be accessible, secure in its scabbard, and made of a quality steel alloy that can withstand environmental abuse. In 2011, however, several studies conducted following two high profile accidents each recommended all sailors carry a personal knife. Consequently, the 2012 Mackinac [Race] Safety Requirements (MSR), used for the ChicagoMac and BayviewMac races now require every crewmember to carry a knife while on deck, and always readily available (i.e., on the outside of your gear or PFD). None of the regulations, however, require a specific type of knife.

There are three primary types of knives applicable for sailing—the folding blade style, the straight blade style, and the emergency cutter. Blade sharpness is obviously the key consideration with all three types. Wearability is next. Consider whether it can be worn safely all the time, yet readily available. A knife's functionality is defined by its intended use: Do you need a pointed 5inch razor-sharp blade or a multipurpose blade that's safer to handle in extreme conditions?

In terms of blade construction, steel quality and type is the most important variable. Most modern blades are steel alloys, primarily iron alloyed with different unique elements (i.e., carbon for strength or chromium for corrosion resistance). For the short blade knives that are recommended for racing sailors, a harder rather than softer alloy is better because it will be more resistant to wear, and thus require less frequent sharpening. Many knives are treated with different elements or polish techniques that can improve strength and/or corrosion resistance, and the complexity of treatments ultimately dictates the knife's price.

A serrated sailing knife has a blade edge that acts like saw teeth when cutting. This makes it very effective for ripping through tough materials such as high-tech rope or a nylon tether. Many knives have a blade with serration along the throat half of the blade while the tip portion is straight edge, which makes for a more effective swipe or cut. Note that sharpening a serrated knife involves a special sharpener and a lot more time, as you need to sharpen each serration individually.



Blunt tip knives are intended to make a knife "safer" to handle. A pointed tip is a potential hazard in rough conditions, and is not ideal for youth sailors for obvious reasons. A blunt tip makes most sense if you expect to have the knife at hand by yourself or others, or around materials you don't want to cut—like an inflatable PFD or sail.

One-handed operation of a folding knife, combined with innovative lock mechanisms to keep the blade open, is an essential feature, especially when you need one hand to steady yourself on the boat, up the rig, or in the water. There are many brands and models from which to choose, but the key thing to look for is how you can attach it to your gear: a belt attachment, a sturdy clip or eye, or all three. A lanyard is essential. Where to carry a knife outside your gear or in a pocket should be considered as well because it will make a difference. In other words, if you intend to put it in your spray top or pants pocket, make sure it fits and you can extract it rapidly. If you intend to clip it to your belt, make sure it can't pop off when you sit.

Also, imagine the following scenarios when considering where you'll attach it: Which hand will you favor to grab or open it? How will your sailing gloves affect one-handed operation? Will you be using it in the dark or underwater, which would require a brighter, more visible handle? How easily does it store and come out of its sheath? Blade length is not critical for common sailing applications, but it's important. Most folding knives have blades around 3 inches. Most straight blades are usually 1 to 2 inches longer. The longer the blade, the easier it will be to cut something, because length allows more effective sawing.

The handle is also worth considering: make sure it fits your grip, and the one-handed operation (thumb placement) is quick and feels natural to you, and that it folds without too much effort.

If you want a personal knife for safety that will also be your all purpose knife, a folding blade knife is obviously the ideal choice. For a durable knife that will last a lifetime with regular care, expect to spend around \$150, but there are plenty of knives for less than \$100 that are perfectly suited for sailboat racing. If you choose a strictly serrated blade, it's probably best to keep it for safety, not regular use. In this range, you'll find many knives popular among sailors, including knives from such manufacturers as Benchmade, Wichard, Spyderco, Boye, Gill, and Gerber. Most chandleries and online marine stores stock a variety, but the only true way to meet your personal fit for one-handed opening is to try one before you buy it. Once you buy one, learn how to use it.

The straight blade knife is an ideal cockpit or boom vang-mounted knife. Having a blunt tip and/or full-length serration will reduce the risk of accidental cuts and injuries. There are many lockandfit mechanisms and knife/sheath combinations. The Gill Rescue Knife (around \$26) or the Gerber River Shorty (\$34) each have a blunt style tip and are a good place to start.



Emergency cutters come in many shapes and sizes. It is not intended as an everyday utility knife. You may never have to use one, but don't let that influence its importance. It's an inexpensive tool that you can permanently attach to your PFD. Plastic cutters with a stainless blade can be found for \$10; Aluminum cutters are only slightly more expensive. Gill's Harness Rescue Tool and Spinlock's S Cutter were purpose designed for sailing, come with pouches, and are less than \$40. Benchmade, which has a plethora of choices in many different alloys and coatings, has offerings in the \$30 to \$50 range. Climbers, divers, hunters, and emergency responders all use emergency cutters so there are many options available and even kiteboard equipment manufacturers have perfectly suitable offerings.



Canadian Food Chain

For the fishermen in the club!

Pitchpole

The risk when 'bearing away'

The racecourse leads the boats zigzagging downwind and upwind. After completing an upwind leg, the boats must turn downwind for the next one. This turn is a tricky maneuver called **bearing away**. If done improperly, the boat can **pitchpole** and capsize.

2013 America's Cup racecourse

◀ Upwind Downwind ▶



- 1 As the boat turns, it accelerates as the pressure on the sails increases.
- 2 If the sails generate too much power, the nose of the boat can catch under water, essentially making the craft trip over itself.
- 3 The wind continues to propel the sail, vaulting the stern into the air and sending the sail crashing to the water.