



Grant town and son Collin, 2017 Pumpkin | Photo by A Van Raalte
 ED NOTE: How good it is to see past members back on the lake!!!!

Editors' Note

Hi Sailors!

Welcome to **my final issue** of the Dockside Scuttlebutt. I have enjoyed being involved with the newsletter since 2006 as 'reporter' then editor. I have found it very interesting to watch the changes in the club over these years and to delve into the online world of sailing to find topics that may be of interest to our membership. We have had considerable enjoyment from blogs of experiences and voyages of the members over the years and at one point, had a series introducing our sailors to the membership.

I think of the newsletter as a document of the clubs events, racing, facilities, and changes over the years. As a pdf, the newsletter can be archived to our place in the University of Western Ontario archives by the Club Historian.

We need someone who would like to continue on with some form of newsletter. If you review the archives on our website, you can see that each editor had his/her own style and brevity (which I have never suffered from!)



It is possible at this point that the newsletter can resurface in an electronic format. We already have an FYC Facebook page that can be used more for a two way discussion. Or someone could manage a blog tied into our website. Kevin can help with this as a choice. My only hope is that the information and photos continue to be archived and transferred to the UWO location periodically.

Our newsletter has also been available to others who have an interest in sailing so I have tried to keep it upbeat and informative for the general public as well as the club. Certainly the use of the club email has been most useful for passing on information about issues to be addressed or upcoming matters. This is a better venue for more sensitive matters too.

I had not elected to have a more personal section for events in member's lives such as anniversaries, illness and so on because it would be too easy to overlook someone. When asked by family, these notices have been passed on through the club email – a bit more private – and occasionally with an article in the newsletter.

I know from the articles that i have received that we have some excellent story tellers out there. Think about a trial run with the newsletter!

Thanks to everyone who contributed on a regular and casual basis....so appreciated.

Sue Goldt

2017 FYC Annual General Budget Meeting – November 20



The annual General budget meeting is most important to determine the financial operations of the club in the coming 2018 season. If you want to ask questions or offer suggestions for the club, this is the meeting to come to. Changes can still be discussed for the budget at this point and the package will then be voted on by the membership.

TIME: Monday **November 20** from 7 PM to 9 PM

LOCATION: : London Public Library- Main Branch,

ADDRESS : 251 Dundas Street (parking entrance off York Street)

PARKING: You may also park on city streets for a more direct route to the venue. Parking Ticket can be validated at the library with your library card

ROOM: Stevenson Hunt Room opposite the Wolfe Centre

60th FYC Annual Banquet – a successful year and changes

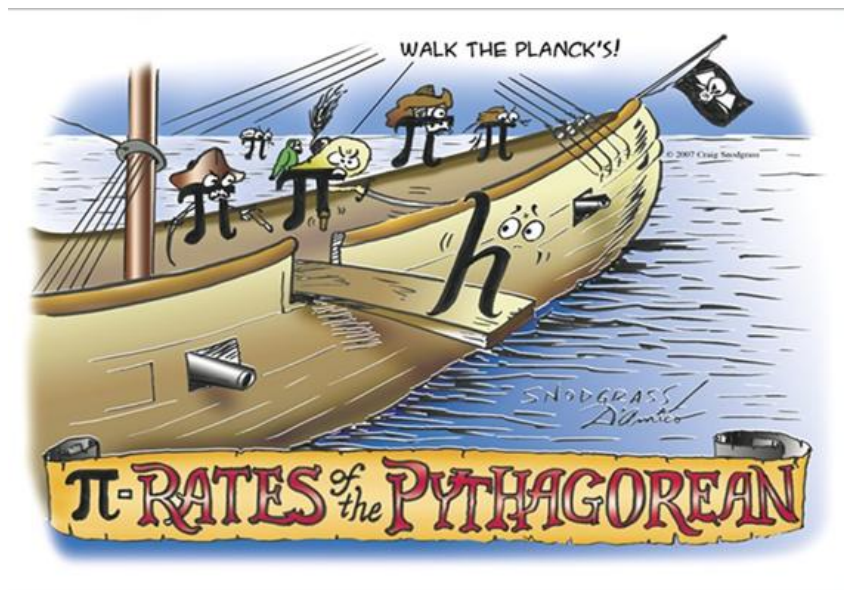


Once again, Nathalie Hurst arranged a wonderful evening for the members of Fanshawe Yacht Club. Thanks so much Nathalie for all the hard work and super organization. Brian as your support team was wonderful. Thanks to Carleen and Jim for helping as 'greeters' and Share the Wealth ticket sales. I'm sure when you retire there will be a spectacular job for you with Wal-Mart? Nath and I too.



Each year, we have asked paddlers to join us if they wished but the format of the banquet continued to be a year end celebration of sailing and presentation of sailing awards. This year, the Executive chose to make a more formal invitation to the paddlers to join us. Nathalie adapted to this late change and for the first time, tickets were sold by Rowbust and London Dragon Boats to their membership. A further change by Nathalie was to the structure of the evening with three short talks by the paddlers and sailors. The result? Just over 120 tickets sold!

I had a chance to speak to paddlers later and they did enjoy this change. It was definitely more inclusive and from my viewpoint, the speeches were just right - not too long and not too many. It was interesting to hear from the three groups about their 2017 season. The Pendragons came 3rd of 67 teams in the racing in Las Vegas and Rowbust came home from China with multiple gold medals from the 2017 World Championships. FYC sailors had their racing trophies for 2017 on display. Congratulations to all the competitive races. You can see their trophies in the clubhouse trophy case for paddlers and sailors.



As ever, a delicious meal was provided by the Forest City National Chef Alex and crew. Following dinner, entertainment was provided by Bill Nuva – illusion, juggling and comedy.

Thanks to all those who provided items for the door prizes including a 2018 day pass from UTRCA.



Changes in the Rowing Club on Fanshawe lake

ED NOTE: I am sure you are all aware that the woman's Olympic Rowing team is moving to BC to train leaving a fairly large hole in the rowing club esp. for finance and resources,

The UTRCA, our landlords, are looking into the changes. I know I was never quite sure of the arrangements between UTRCA and rowing groups so that is generally explained in this following excerpt.



From UTRCA Sept 26, 2017 Board of Directors minutes:

J.Howley informed the Board that the Women's National Rowing Team will be leaving Fanshawe Reservoir to train out of Victoria, British Columbia. S.Levin spoke to a rower and found out they are leaving due to a change in the coaching situation.

There are currently four groups that row out of the Doug Wells Rowing Centre and each has individual agreements with the UTRCA under the umbrella of the London Rowing Society.

The club house, rowing tower and viewing seats all belong to the London Rowing Society and the University of Western Ontario. The rowing lanes located in the reservoir belong to Rowing Canada and it is unclear if the existing clubs will continue to use that service or not.

UTRCA club fees are based on infrastructure and membership.



PHOTOS ARE FROM THE TORONTO STAR - OLYMPIC WOMEN ROWERS WEIGHT TRAINING IN LONDON ON AND TRAINING ON FANSHAWE LAKE

Closing down the sailing club for the non sailing season



This year we had quite an early fall work Party on September 23 rather than mid October because of the reservoir being lowered for work on the concrete base of the dam.

With the fine weather, the fall chores were done very quickly. The dragon boats were on the water by 6:30 AM, had breakfast in the club house and had removed the tires and carpet from the main dock before we sailors actually were started! We really do appreciate the help of all those hands.

Paddling docks and boats were removed with Rowbust moving boats to the rowing club to continue paddling on the lower lake level until December.

Most of the needed work was at the water level so all was completed in short order with the many hands followed by lunch in the clubhouse.

Between this work party and the one schedule for October 14, a lot of work was done on a bit by bit basis. One last task, leaf raking may be difficult with the warm fall/late leaf drop this year.

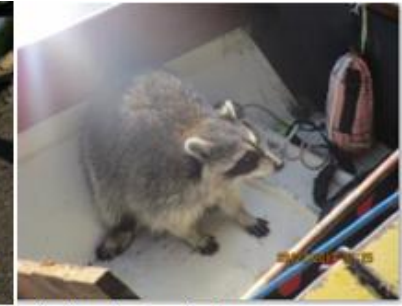
The sole task remaining at this point is storage of the sailing school boats in the boathouse for the winter. This apparently is delayed to build folding storage shelves in the school boat house for the boats.

Anita Elworthy spent time organizing the kitchen so that we have all the communal resources (pots, dishes, utensils trays, table decor and so on) stored in the main cupboards and island. The tall cabinets are divided among the three groups with the fourth one available for overflow.

A superior attempt to help control the rodents has been done by Bob using Roust a Mouse hotels and sonic sound units to repel the little critters. Fingers crossed for success.



Life jackets hung out to dry by paddlers and tires off docks



Some unexpected help in a dragon boat



Mooring field is cleared and dragon boat docks moving up the ramp



Sailing school docks disassembled and stored



A humongous spider crawled toward John Kabel's hand and a young catfish in en's



Work is done a restthen lunch

And Now for the Rest of the Story Part 4: "Paying for Water" or "I think we just hit 13 knots!"

Posted on April 19, 2017 by Carleen&Jim

We loved our almost 2 days at SW Allan Cay in the northern Exuma island chain.

The shallow, mostly sandy anchorage was small but protected and lovely with interesting low-lying rock formations, a tiny sand beach, palm trees, quiet neighbours and of course, Iguanas! This stay allowed us to check off some items on the big "To Do" list such as: effect sail repairs (by "we" I actually mean Paul....is there anything the man can't do?), make sure the head was in top shape and working (it was – great work Jim!) and have a good look at the new damage to the hull.

Each day we also learned how 3 of us could live on a relatively small boat. The F-31 is just about 31' long and is 22' wide when unfolded. This gives the sailor a lot of deck space (i.e. more room to store our crap). But because this is a trailerable sailboat where the pontoons fold into the main hull, there is not a lot of interior space.

I believe the whole rig is around 8' 6" wide when folded so it can go on a trailer and legally travel on roads in North America, etc. The interior has standing head room of about 6' 2". Jim is about 6' 0" so this works. Paul on the other hand, is 6' 4". Poor fella. Luckily, there is a sliding hatch above the companionway steps where he could stand up straight even in the rain as the boat came equipped with a dodger – a cover over this hatch to help keep the companionway dry in the rain.

Covers over the cockpit such as the dodger and the bimini over the aft (or rear) part of the cockpit, help to provide additional shade and protection from the elements. Some cruisers fully enclose the cockpit which creates almost an entire extra room. Our 22' trimaran "Raise a Little Hull" has a bimini and in the evening, we can cover the cockpit with a patio umbrella screen to keep the mosquitoes out. On this trip, we didn't use a cockpit screen. We did bring along very fine mesh screens for the front hatch and the companionway which could keep out both mosquitoes and no-seeums (tiny biting midges called sand flies in the Bahamas). Regular screening won't keep out no-seeums by the way. You have to use a fabric like bridal netting if you are going to make your own screens.

Back at our rental house in Rock Sound, we had made the mistake of leaving one of the sets of French Doors open with just some loose mosquito netting across it one

evening, and we eaten up by no-seeums. They come at dusk and leave when it's fully dark (or so I'm told, as I try not to be out at dark with those little buggers around).

The locals all put on long cotton/denim pants and long-sleeved cotton shirts and still cover themselves in Deet at twilight. Deet is the only thing that I've found that works 100%. I have a homemade spray for mosquitoes and midges but it's not 100% effective. It's good for on a trail walk during the day, but not for keeping swarms of them off of you at night. The no-seeums can literally leave you scratching for months!

Jim has experienced that and I didn't want him or any of us to face that torment so we were screened up as darkness fell. I don't know whether it was because it was winter, but we didn't feel that there were many mosquitoes on our trip....thank goodness.

The winds died down to a reasonable speed for sailing and the marine forecast was fine...sunny and warm with a moderate breeze and small following waves. It was time to leave SW Allan Cay. Looking at the chart, we decided to head north on a broad reach toward Nassau. A cruise we had met in Rock Sound told us about a great anchorage on the south side of Rose Island just east of New Providence Island where the city of Nassau is located. I was excited to sail on the Exuma Bank. I've heard a lot about how beautiful it is when sailing along this shallow patch of land on the leeward side of the Exuma chain. On the charts, the water we were to sail across showed depths of 3-5 metres. I will put pictures of the Banks below. The popular sailing show "Distant Shores" with Sheryl and Paul Shard has a great clip on YouTube about sailing in this area

Before we hauled anchor, we dinghied ashore in the cool of the morning to see if we could find any of the endangered rock iguanas we heard were in the Allan Cays.

Sure enough we saw tracks and burrows but none of the famous lizards! We hiked across the tiny cay to the south side which faces Highborne Cay. These low, rather desolate islands are mostly limestone with some palms and scrub trees. It's a dry-looking landscape. Perfect for lizards one would think.

There! On the beach! The guys spotted a small specimen. It was about 18' long.

We took some pictures and videos. It didn't seem too worried about us. We went back to the beach where the dinghy was as the sun began to warm the rocks around us. Suddenly we heard rustling in the scrub...all around us!!! We realized that we were surrounded by several of these rare critters! The biggest that I saw was about 2' long. They do have a reddish chest and long claws. They are also very bold. Most came eagerly toward us. I think they were looking for handouts. Maybe visitors feed them? Tsk tsk. I hate to imagine that. Same with the poor pigs at Big Majors. We heard later on that several of the friendly pigs died because some idiot tourist fed them rum!! Can you imagine? I have stronger words to describe that kind of sub-human but I won't use them here. I was so mad.

I'm glad these iguanas have a relatively safe place in which to live. They can swim to the other nearby cays I'm sure so that helps. It was great to see them but once again, time was moving on and so should we.

Our passage to Rose Island looked to be about 30 nautical miles. If we could sail at 6 knots, that would be about 5 hours.

It was a beautiful day and the shallow waters of the Exuma Bank were ridiculously beautiful. A turquoise blue that I'm not even sure I could paint...and I'm an Art Teacher! Beside that, how can a painting capture the transparent beauty of that

water? Am I voicing an artistic sacrilege? Probably. I'll take that chance (but I know that I will try to paint that water!!). We still weren't used to sailing in these shallows so I was a bit concerned about how deep the coral heads were that we could see. Paul would probe the depth now and then with our long paddleboard paddle but couldn't touch one so on we sailed.

The day was really pleasant. The sun was shining and the crew were in great spirits. Paul was delighted when we hit speeds such as 10 knots! His sail repair was great but still largely untested as we were reaching along with the screecher, our big foresail instead of the jib. The guys were often sailing with the "hot stick" or tiller extension. This allowed the helmsperson to sit out on the beams or the netting for a better view of the telltales on the sails (ribbons or yarn attached to the sails which indicate that your sails are trimmed properly for the wind, thus allowing for maximum speed)

By this date, we were 5 days into our trip from Rock Sound. We had filled up the freshwater tank before leaving but it was already getting a bit low. We hadn't yet had time to try the watermaker aboard, which is a desalinator. It had been sitting a long time without having been properly "pickled". This means that it had not been shut down properly to preserve the membrane (filter) while not in use. We weren't sure if the system worked and we didn't want to take a chance that it would. So we decided to detour to New Providence Island to get some water and a few supplies at Palm Cay Marina on the south-east side of the island. Our guidebook said that the marina had a little store for basic provisioning so we hoped to stock up on essentials: water, beer, maybe some meat and or salad, etc.! But no, the little store was closed when we arrived around 4:00ish. I think the gal in the office said it closes at 3:00!

The water was available from a tap up on the quite high dock. We had brought a flexible hose and could easily reach the tank access with it. Once the hose was connected I turned on the tap....water spewed everywhere! I guess some of the water went down the hose as Jim gave me the thumbs up. I think we were quoted 25¢/ gallon...our tank is about 35 gallons. I could literally see our money going overboard. Sheesh! The dock helper didn't seem too concerned. Paul helpfully suggested that they could use a new washer. Again, the young man didn't seem too worried. Island time mon.

Anyhew, at least we had freshwater. We headed across another 5 nautical miles to the Rose Island anchorage. Being a shallow draft boat, we could wiggle our way past other anchored boats farther into shallower water, keeping an eye on the depth in case the tide went out. It was a lovely sandy anchorage with several homes set up on the hill beside us and the lights of Nassau behind us to the west. The boys barbequed and all was lovely.

None of us were really interested in seeing Nassau on this trip as we really needed to keep moving so the next day we set off to sail to the Berry Islands, the last group of islands before Bimini. This passage was to be about 40 nautical miles. The winds were a little stiff but it was sunny and the waves were short and spaced fairly far apart. In short, it was a lovely day for a sail.

One thing we noticed was when the shallow aquamarine banks waters darkened to the indigo blue of much deeper waters. The colours of the water of the Bahamas are entertainment in themselves. But not to be outdone, Paul practiced his kiteboarding moves on the netting as we reached along. We averaged about 7 and reached 11 at one point as the winds increased quite a bit as the day went along. 13 knots or even more were speeds which the guys were trying to reach if conditions were right. Did we? Nope, not on this leg.

Once we reached the Berry Islands, we decided to sail into a shallow anchorage between Whale Cay and Bird Cay to the west. While it was good to get out of the winds, it was a tricky anchorage as it was 1-2 metres deep with some rocks here and there plus some swirly winds. We finally found a patch of sandy bottom where we could drop the hook and feel comfortable out of the winds. After we were settled, we realized that we were seeing a lot of hurricane damage ashore. The trees looked ragged with quite a few being wind-thrown (the whole tree is pushed over exposing the root system) and wind-blown where they are snapped off at the trunk. Back in October, Hurricane Matthew slammed through the western Bahamas and the Berry islands were right in his path. We were to see much more damage on our trip but that will have to wait for Part 5 of the Rest of the Story: "Bimini here we come...and here we stay"





Adding pedal power to winching on racing yachts!



The case of the disappearing Zebra Mussels

This is the important information from the UTRCA about zebra mussels

Zebra mussels have invaded Fanshawe Reservoir. If you are moving your boat from Fanshawe, please follow these steps to ensure you do not spread these invasive aliens:

1. Remove all visible mud, plants and animals from your boat, trailer and equipment.
2. Empty water from your boat and equipment on land.
3. Clean and/or dry your boat and equipment. Some species can survive out of water, so it is important to do one of the following:

- Rinse with hot tap water, or
- Spray with high pressure water (250 psi), or
- Dry your boat and equipment for at least five days before moving to another water body.

Zebra mussels were first discovered in Fanshawe Reservoir in 2002. Since then, the population of this non-indigenous invasive species has exploded in the reservoir. The photo below shows rocks along the shoreline coated with mussels when the reservoir was lowered.

Mussels have now been found on rocks and native mussels downstream in the Thames River all the way to Thamesville. The UTRCA has not found this species in Pittock or Wildwood Reservoirs.

Originally from Asia, Zebra Mussels have been in the Great Lakes system since 1988, and have had a major environmental and economic impact. They can decimate native mussel populations by attaching to their shells, effectively preventing them from feeding and moving about. From UTRCA



ED NOTE: I had the opportunity to talk to UTRCA staff this fall about the disappearance of the zebra mussels this year. This had happened to a smaller degree a few years ago but this year's absence of these prolific molluscs on our mooring field was pretty surprising. UTRCA believes that in Fanshawe, a lot of the zebra mussels died when the lake level was lowered and with the high temperatures of the air and water. This was observed a few years ago and again recently. The mussel can survive up to 7 days out of water but a walk around the shoreline when the water was down showed thousands had been exposed and died.

This only means that their numbers are reduced for now and in a few years, the lake will be restocked quickly as they recover.

Carp kill in the Thames River Watershed in September

A few sailors mentioned the unusual number of carp floating on the surface this fall. This was a report to the UTRCA board about this matter.

I. Wilcox informed the Board of a single species fish kill that happened on the Wildwood reservoir. It is estimate that 2,000+ carp died, but no other species of fish were affected. The internal theory is that the combined effects of the extreme heat, no wind and an algae bloom caused the dissolved oxygen levels in the lake to become critically low. There was no point source spill evident for this event.

CARP AT WILDWOOD LAKE

Visitors to Wildwood Lake Sanctuary may have noticed the large numbers of carp floating lifeless on the surface of the lake. When this fish problem was first noticed, Dauphin County contacted the Pennsylvania Fish and Boat Commission immediately. After studying the issue, the Commission has assured the staff and public that the problem is NOT pollution-related. Rather, it arose as the tragic consequence of several natural factors.

The area's recent lack of rainfall brought water levels down a few inches below normal, causing a lower oxygen level in the water and additional stress for the carp. Spawning compounded this stress, causing some fish to die. Also, fish become more active during spawning season and sometimes swim into objects, which can lead to injury or infection, and even death. Lower water levels and lack of coverage from water lotus leaves have made the die-off even more noticeable.

The Friends assure the public that the fish and our other creatures are being closely monitored and well cared for here at Wildwood. A sign was also posted on the door of the Olewine Nature Center to explain the carp kill to the public. We expect the number of healthy and active carp to rebound quickly.

Wildlife at Fanshawe Lake

In the photos from our work parties we saw raccoons, spiders and fish. We have all seen the herons, kingfishers (in Wye Creek), Turkey Vultures, gulls, bald eagles, and cormorant. But the coolest new member to the lake community must be the Osprey

This photo was taken by a UTRCA staff member.



FYC Tenders

I'm not sure all members recall this but our four club tenders for trips to and from our moorings were built many years ago by Doug Mackenzie. An inspection this fall revealed all needing some work to keep them in commission. Rick Goldt, Jim Mackenzie, and Bill Scott each have one at home and are in the process of renewal.

I'm thinking these original wooden tenders may soon be fibreglass boats!

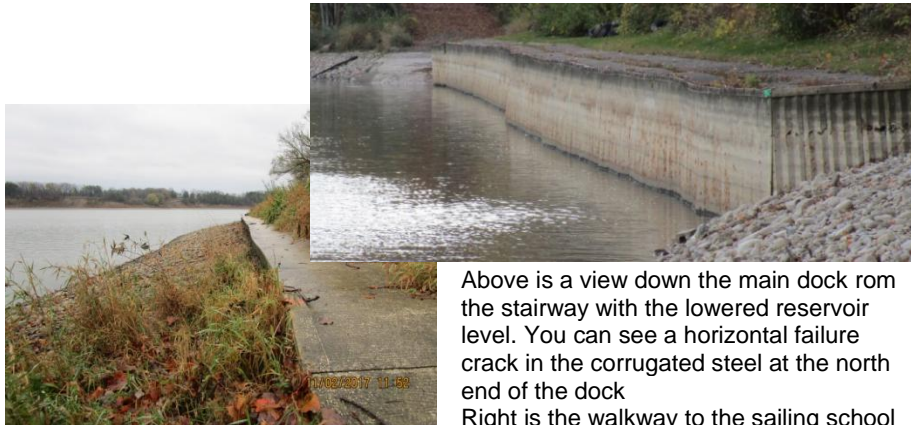
If there is one more person in need of a winter project...the fourth boat is still available.



Overview of the FYC dock areas

A shoreline view showing the UTRCA dock, south ramps and docks and sailing school docks

Below is the main dock with the dragon boat dock area to the right



Above is a view down the main dock from the stairway with the lowered reservoir level. You can see a horizontal failure crack in the corrugated steel at the north end of the dock

Right is the walkway to the sailing school

docks. Not visible is the failing of the wire mesh securing the rock base under the walkway. The walkway is tilting down on the lake side again. It has been recapped once



Need something to do in the non-sailing season?

Take a tender home

If you are interested in repairing the fourth tender for the club, contact Rick Goldt and he can arrange to get the boat and has an itemized list of repairs needed.

Go to a boat show

Toronto International Boat Show

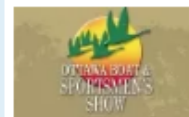
Only 2 Months Away



Energycare Centre, Exhibition Place
Toronto, Ontario, Canada
Friday, January 12 to Sunday, January 21, 2018
*** North America's Largest Indoor Boat Show!**

The Ottawa Boat Show

Only 3 Months Away



EY Centre
Ottawa, Ontario, Canada
Thursday, February 22 to Sunday, February 25, 2018
*** The BIGGEST Boat & Outdoor Show in the Region!**



Go to a seminar/ lecture



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JANUARY 16
When the Salt of the Earth Meets Wildlife Rehab

Since its founding in 2004, Salthaven Wildlife Rehabilitation & Education Centre has been nursing injured wildlife back to health in the London area. Founder **Brian Salt** will describe the journey he has been on, the work that he leads with staff and a volunteer team, and the recent expansion of Salthaven. Come and learn about a day in the life of this rehabilitation facility.

JANUARY 23
How Do You Tail a Bird?

In Hansel and Gretel's day, you would have tracked things with a trail of breadcrumbs. Now however our top scientists are using stable isotopes and nanotechnologies to follow migrants. **Dr. Keith Hobson**, a professor at Western University's Biology Department, will describe his research relating to tracking migrant birds and insects. Hobson's work relates to ornithology, climate change, conservation, and the field of biogeochemistry.

JANUARY 30
A Long, Long Time Ago: London's Geologic Journey

It would be fair to call **Dr. Cam Tsujita** a rock star. This Western professor of earth sciences revels in rocks and has a particular enthusiasm for sharing his interests. Join him in a trip through time as he describes the profound changes in landscapes (and seascapes) that have occurred in what is now London over hundreds of millions of years. During this virtual trip, we will pause occasionally to admire minerals, rocks, fossils and landforms of our area.

FEBRUARY 6
Reviving Indigenous Knowledge in Interacting with the Natural World

How do you interact with the earth? She is listening. **Andrew Judge**, an Anishinaabe and Irish scholar, shares his experience utilizing Indigenous teachings to add richness to interactions with our earth mother. Judge, a PhD candidate at Western's Faculty of Education, teaches Indigenous studies at Conestoga College and collaborates on a range of projects that celebrate Indigenous cultural and traditional ecological knowledge.

FEBRUARY 13
Changing the City's Culture through Permaculture

Permaculture – a transformational approach to the way we create backyards, neighbourhoods, and cities – is slowly taking root. In communities around the planet, city-dwellers are forming mutually beneficial relationships with non-human nature and creating spaces in which people, animals, and plants flourish. **Becky Ellis**, a PhD candidate in geography at Western University, will bring it home by describing practical techniques for spaces in London.

FEBRUARY 20
Taking a Walk on the Wild Side

Too often we can find ourselves shuttling endlessly between home and work and school. But just a short hop away from where you are, right in and around the city, there are wonderful Environmentally Significant Areas and other natural spaces where the wild things are. London bird educator **Gail McNeil** is eager to share her insights about some of her favorite birding and hiking haunts.



The London Power/Sail Squadron will have speakers through the winter but they are not yet posted.

Seminar Speakers

The Toronto Boat Show provides an extremely popular seminar series, with over 250 free seminars set to Educate, Inspire and Motivate the boater in you! Check back for the 2018 seminar schedule – posted by December 1st

<http://www.torontoboatshow.com/education/seminar-speakers/>

The London Paddle Shop will post their winter talks soon on their website. Talks are about paddling adventures and travel usually

Read a sailing book – new ones this year!



Dreamers Before the Mast
John A. Kerr
Kindle Edition
\$5.98
Release Date: November 10, 2017



Exposed: The Dark Side...
Alan Sefton
Kindle Edition
\$11.54
Release Date: November 2, 2017



Chapman Piloting &...
Elbert S. Maloney
Kindle Edition
\$27.99
Release Date: November 14, 2017



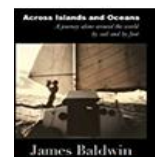
Exposed: The Dark Side...
Alan Sefton
Hardcover
\$23.62 Prime
Release Date: November 7, 2017



Off the Deep End: A...
Nic Compton
3.8 out of 5 stars 13
Hardcover
\$16.32 Prime
Release Date: November 7, 2017



Knots: 15 Most Useful...
Gloria Bennett
Kindle Edition
\$3.01
Release Date: November 6, 2017



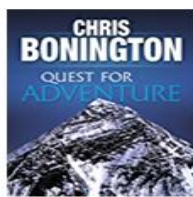
Across Islands and...
James Baldwin
4.5 out of 5 stars 262
Audiobook Edition
\$0.00 with Trial
Publication Date: September 1, 2017



Off the Deep End: A...
Nic Compton
3.8 out of 5 stars 13
Audiobook Edition
\$0.00 with Trial
Release Date: September 21, 2017

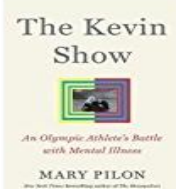


the Smarter Charter...
David Blacklock
Kindle Edition
\$7.83
Release Date:
November 6, 2017



Quest for
Adventure:
Remarkable
feats of...

Chris Bonington
Kindle Edition
Release Date:
October 19,



The Kevin
Show: An...

Mary Pilon
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Release Date:
March 6, 2018



OCEAN NOMAD
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Suzanne van der
Veen
4.6 out of 5
stars 8
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Release Date:
October 22, 2017



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Art of
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4.9 out of 5
stars 26
Paperback

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Release Date: October 31, 2017

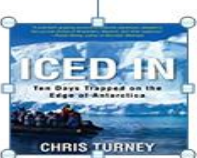


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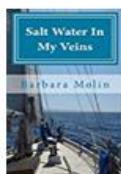
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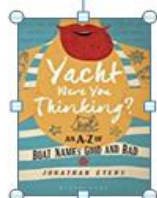
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Take a course with the London Power and Sail Squadron



Canadian Power and Sail Squadrons
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Boating Courses

Home PCOC Online CPS National Site

London

Location: [Catholic Central High School](#)

Course	Start Date	End Date	City	Province
Maritime Radio	TBD	TBD	London	Ontario
Boating 1 – Boating Basics	November 21, 2017	December 12, 2017	London	Ontario
Boating 2 – Beyond Boating Basics	January 9, 2018	February 13, 2018	London	Ontario
Introduction to Weather for Recreational Boaters	January 9, 2018	February 27, 2018	London	Ontario
Maritime Radio	January 9, 2018	January 30, 2018	London	Ontario
Boating 3 – Introduction to Marine Navigation	March 20, 2018	April 24, 2018	London	Ontario
RADAR for Pleasure Craft	March 27, 2018	April 17, 2018	London	Ontario
Boating 1 – Boating Basics	April 24, 2018	May 15, 2018	London	Ontario

Location: [John Paul II Catholic High School](#)

Course	Start Date	End Date	City	Province
Boat and Engine Maintenance	January 11, 2018	May 3, 2018	London	Ontario
Boating 1 – Boating Basics	March 29, 2018	April 19, 2018	London	Ontario
Maritime Radio	March 29, 2018	April 19, 2018	London	Ontario



Here are two sailors
out on a lowered lake
on September 29.
Good day for a sail!!!
Esp. a moth and
Hobie!!!



That Dam repair that lowered our lake!

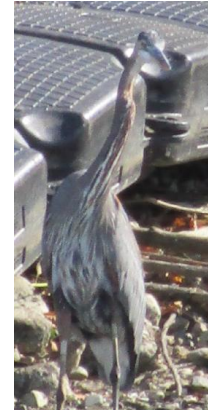
Rick and I had a chance to go kayaking on October first to go down and check out the dam repairs at water level. The job is to replace any reinforced concrete at the base of the dam....and the plan is to complete the job next summer. So expect a lowered water level again next fall.



This work that Rick Goldt had set up before his retirement so it is fun for us to watch the progress now.



The rowers at the rowing club were pretty much packed up except the Rowbust Dragon Boats who were planning to paddle at the rowing center up to early December.



Kayaking slows you down to see the herons!!



Just a note, if we ever considered opening the club to more self propelled water sports such as kayaks...there is a cool ramp for launching kayaks that is made by our floating docks company....would be a super addition to our facilities. (approx \$1800)



The 6 Most Common Anchoring Mistakes: Keep Your Boat Off the Beach

As we re-entered Vancouver's False Creek last weekend, we were greeted by a very sad sight. A local boat was on the beach after strong overnight winds. I know this boat. It's somebody's home. I don't know what happened, but I see the same mistakes made over and over again by boaters and it was likely either gear failure or one of the 6 mistakes below.



Many people don't do any formal training when they learn to sail, or they only take the introductory course and never take the higher courses where you actually learn how to anchor. After all, *"How hard can it be to throw an anchor over the side?"* Unfortunately, it's a bit more complicated than that (but not much). We anchor frequently and we see a lot of goofy stuff.

Here are the 6 most common mistakes that we see:

1. Inadequate Anchor

The vast majority of anchors that you see on the bows of boats in the marina are woefully inadequate. Before you even leave the dock, you need to set yourself up for success.

Your \$200-400 anchor is going to be holding your \$5000-500,000 boat, so spend a little money if you need to. Most boats come with inadequate anchors, even new from the manufacturer!

Anchor Type

If you anchor in easy locations in settled weather, you can get away with using most of the common anchor types. There will be a very detailed guide to anchor selection coming up in a future article, but here is a short summary from adequate to great:

- CQR: I detest this anchor, but some people have success in easy ground with an over-sized CQR. My boat came with one and we dragged it around many an anchorage before we finally dumped it.
- Bruce: This is somewhat better than a CQR and can be a pretty good anchor if you buy a genuine one (which are no longer made) and oversize it. The smaller ones don't penetrate well, and the Lewmar Claw copies are crap.
- Delta: These are OK anchors. I wouldn't buy one, but I wouldn't necessarily heave mine in the garbage if it came with the boat.

- Danforth: This is a tough one. These anchors have the absolute best holding per pound of anything out there and are often the only practical anchor for very small boats. The problem is that they can jam and not re-set in a wind shift. I've had this happen to me and it left an impression! Fortress makes the best Danforth style and we carry one for a back-up.
- New Generation Anchors: There is much debate over the best new generation anchor, but all of them outperform the older models listed above by a significant stretch. Any of these anchors will do you very well:
 - Convex: Sarca Excel
 - Hooped Anchors: Manson Supreme, Mantus, Rocna
 - Concave With No Hoop: Manson Boss
 - Weighted Tip: Spade, Vulcan, Ultra

Anchor Size

Every anchor manufacturer publishes a sizing chart based on boat size. Common wisdom is to choose one size up unless you have a compelling reason not to (very small boat, racing, or a bad back and no windlass).

Deltas in particular tend to recommend very small anchors and you should consider going two sizes up.

2. Bad Choice of Location

Your first anchoring step is, of course, to figure out where to anchor.

Choosing the Anchorage

Depending on where you sail, this can be tricky. You need to know the forecast and you need some information about the potential anchorages (depth, bottom type, size).

Many anchorages are open in at least one direction, so you'll first want to figure out which way the wind is forecast to come from.

Many anchorages have challenging bottoms. You can find out about the holding from guide books, Active Captain, or other sailors. Bottom type is often shown on charts, but may not indicate how good the holding is.

In settled weather or with superior anchoring gear and skills you can tuck into anchorages with poor holding, but make the decision consciously.

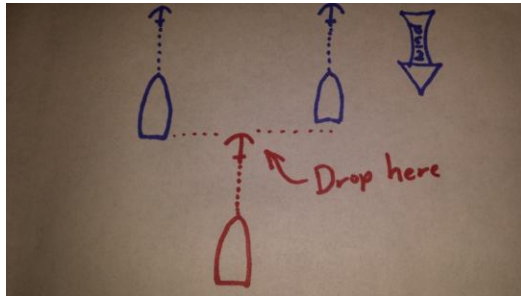
You'll need to know the depth and look at your own draft (how deep your boat goes beneath the water) and the expected tides. In very deep anchorages, you may be able to anchor by dropping on the steep slope of the bottom and then tying to shore (known as stern tying).

Choosing Your Spot in the Anchorage

This part is really tough sometimes, especially if it's very crowded. It takes some judgement to find a spot with good depth that isn't too close to other boats.

In a crowded anchorage, your swing circles will all intersect and you need to rely on everyone reacting to the wind in a similar way and swinging together. Stay further away from boats on moorings since they don't swing through a large circle like you will.

If you're on rope rode (rode is the anchor chain and/or rope) and the others around you are on chain, then you'll need to give them a bit more room as you'll tend to move about more in light winds and they'll just rotate around where the chain touches the bottom instead of around their anchor.



If you are in tight quarters, choose the largest gap you can and then drop your anchor even with the stern of the boat upwind of the gap. This will take some practice in picturing where you'll come to rest.

Squeezing into a tight anchorage.

Don't be shy about picking up and moving if you come to rest too close to another boat. I'm still working on wedging myself into crowded anchorages and sometimes end up in a different spot than I envisioned. I'll just pick up and try again until I'm confident I'm not going to bounce off anyone in the night.

3. Not Enough Scope

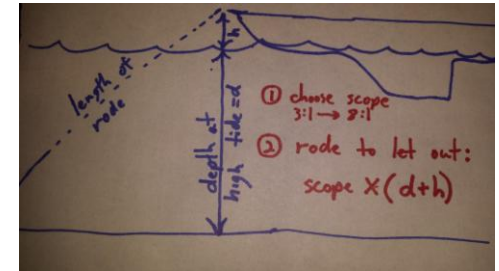
An anchor functions by digging in while it's being *pulled along, horizontal to the sea floor*. For this to work there needs to be enough rope or chain out that the angle of the force is mostly along the floor, not up and down. It's surprising how many times you see someone throw out the anchor and then tie it off as soon as it touches the bottom. How could a 35 pound anchor hold a 16,000 pound boat by just resting on the mud?

Scope is measured by the ratio of the height of the bow above the sea bottom to the amount of rode let out. So in 5 meters of water with 2 meters between bow roller and the sea surface, you'd get 3:1 scope by letting out $(5+2) \times 3 = 21$ meters of rode.

Calculating how much chain or rope (rode) to let out.

Caution: Make sure you know what the depth on your depth sounder actually means! Some are set to read from the bottom of the keel and some from the waterline.

Here's the story of a mom alone on a boat with a baby who dragged through a crowded anchorage in the middle of the night because of this easy to make mistake. She did a heroic job all on her own and saved the day, but had a scary night!



Don't forget about the tide. In areas with significant tides, you need to have a general idea of the current state of tide and the highest and lowest tide during your stay at the anchorage. Check the highest tide and then add the additional height to your scope calculation. Also check the lowest tide and make sure you'll still be floating! Tides vary, so don't just look at the next low. A good friend of mine made that mistake and was left high and dry when the second low tide was a lot lower than the first.

The absolute minimum scope is 3:1. The more you let out, the better the angle will be up to about 8:1 at which point it makes little difference if you add more. Many people prefer about 5:1 in moderate conditions.

In crowded anchorages you may not have much choice but to go with minimal scope. In the Pacific Northwest, the anchorages are small, deep, and crowded. Luckily, they are also well protected, have excellent holding, and are often dead calm overnight (at least in summer when they're crowded). So 3:1 is very common here, whereas 5:1 is more common in other parts of the world with shallower anchorages, more room, and more wind.

Often, if the wind starts blowing hard, it will also blow in one direction, so you don't really need to worry about swinging circles anymore and can let out more rode. When the wind starts whistling in the rigging at 3am, you'll go up top to find everyone in the anchorage letting out more scope in their underwear and headlamps.

If the wind does come up and you find that you're slowly dragging, your first step (if you have room behind you) should be to let out more scope. Go to 8:1 if you can and see if that stops the drag.

4. Not Laying Out the Rode

When the anchor hits the bottom and you start paying out the rode, the boat needs to be in motion. If you pile it all on top of the anchor, it will foul the anchor and you won't get a good set.

Lay the rode out evenly so it isn't piled on the anchor or wrapped around a rock and so you won't shock load the anchor when you go to set it.

5. Not Setting the Anchor

For some reason, very few people actually set their anchor. They just let out the rode, tie it off and go below. How do they know the anchor will hold them?

Setting the anchor does three things.

1. **It digs the anchor into the sea floor in a controlled progressive way. Otherwise, if the wind comes up suddenly and the boat gains momentum, no anchor will be able to grab on and hold as it's pulled rapidly along.**
2. **It proves that the anchor will hold. Sometimes you drop onto a weedy patch or foul the tip in a tin can or something. You need to test out your anchoring job to know you're safe for the night.**
3. **It shows you where you'll end up in relation to shore or other boats if your rode gets straightened out by heavy winds.**

Setting the anchor:

Once the rode is laid out at the correct scope, tie off rope rode or attach a chain hook to the chain (you don't want to be pulling directly on the windlass). Don't apply a snubber yet (see number 6 below).

The person at the bow should signal the helmsman to slowly start to bring up the power in reverse. This needs to be a gradual process as you slowly take the slack out and let the anchor orient itself and get a grip on the bottom.

Once all the slack is out and a moderate pressure is being applied to the rode, the person on the bow should put their foot on the rode, and look out sideways to find a "range:" two objects, one close and one far, which will show if the boat is moving backwards.

Signal for more power and then **watch the range closely and feel the chain**. As the power is gradually increased to full reverse, you should initially feel the chain jerking a bit as the anchor sets and see the boat move back slightly. It should then stop and hold absolutely still. The two objects in that make up your range will stay in the same location relative to each other.

Apply full power for 30 seconds to a minute. After you have proven to yourself that you're well set, gradually let off the power. If you let it off too quickly, the chain will drop to the ground and slingshot the boat forward.

6. Not Using a Snubber

If you're anchoring with all chain, then you have a very strong but rigid system that will shock load the anchor and your boat if there are waves or if the boat sails at anchor in heavy winds.

A nylon "snubber" should be used. This is just a 30' piece of rope that puts a bit of boing in the system. I prefer to keep mine dry by tying it to my midship cleat and running it along my deck and then over the bow roller where it's tied with a rolling hitch just above the water line (or you can use a chain hook if you prefer).

Don't forget to let out enough slack in the chain to allow the snubber to stretch and then tie off the chain as well as a back-up in case the snubber lets go.

It's natural to be nervous about anchoring at first. I still have butterflies in my stomach when I come into a tricky or crowded anchorage and I feel like all eyes are on us as we anchor (well, they probably are, but they're mostly friendly eyes, I promise you!).

If you avoid the 6 mistakes above, you'll be able to have many confident, sleep filled nights knowing you'll be right where you expect to be when you wake up in the morning.

<http://sailmentor.com>

