

**The 2017 Pumpkin Regatta held 3 weeks early!!**



### Notice 1

Earlier this year, the Club was advised by UTRCA that the lake level would be dropped to allow work on the dam. We have received updated timing for the work. A small level drop may occur after Labour Day, of approximately 15 cm (6 in). A drop of 1.0 m or GREATER will START IMMEDIATELY AFTER the Sept 23/24 weekend. This drop could be rapid.

As the drop occurs, the following will happen to our facilities:

- the south ramp will shorten to only 16 feet of useable concrete length. The bottom falls away rapidly at the outer end of the ramp.
- the main dock will see its water level drop to the foot of the dock wall. There may be dry bottom next to much of the wall.
- floating docks will ground, and the Sailing School docks will be unusable.
- many shallow areas of the lake will become hazardous, including but not limited to the river inlet area near Buoy 5, the shore areas north of the beach on both sides of the lake, the point south of our south ramp, Wye Creek, and the shores near the rowing centre and dam.

The Club has decided to remove its water assets before the drop in lake level. We will organize a work party on the weekend of Sept 23 and 24, to which all members are invited. We will remove of all buoys, moorings, floating docks, safety and work boats, and the barge, from the lake on SATURDAY, SEPT 23.

All members are requested to remove their private docks and moored boats from the Lake No LATER THAN FRIDAY, SEPT. 22. Boats must be removed from moorings and taken from the property by then. There will be limited space in the south parking area during this work party. The Barge will require about half of the center island for it to be parked for the winter. Members must allow the Barge to be parked properly.

With their MASTS DOWN some boats can be parked on the east side of the Chalet Parking Lot north of the small Chalet on the grass until early October.

The Club grounds will still be useable for social events until the normal closing of the park in late October. Dinghies may still be able to be launched from the ramps, but there will be no docks to tie them to. The Club will ask for volunteers to close the clubhouse and sailing school buildings at the weekend the Campground Closes.

We hope to see many of you at this early work party, and thank you for your cooperation as we deal with this early interruption to our sailing.

The center island in the parking area is now full of boats. Would those people with their boats there endeavour to remove them so that the boats still on the moorings can get out.

Food for the work party will be supplied by the Club

Respectfully, the Board of Directors, Fanshawe Yacht Club and Sailing School

## Notice 2

Boat Owners on Lake Fanshawe;

The boats still on the lake have only a few days to be removed!

The Barge will be stored on the lower end of the Parking Island. The TOW vehicle for the barge will need the rest of the island's lower part to place it.

No keel boats will be able to pull out after the water goes down. The Executive have looked at all five ramps out of the lake and the Club's are only useable until the water DROPS. The three outside the club are unsatisfactory due to pitch and a rocky surfacing.

Saturday and Sunday the club boats, docks, marks and moorings have to be removed. The barge has to come out before the water is lowered which means this weekend. Normal boat winter prep will also be done. Grounds work will not be done this weekend.

Kitchen volunteers are requested to contact me before Saturday by email, for food and drink supplies.

The weather looks to be hot!! start at 9am, remember your hats, gloves and special equipment you will need. I can guarantee that I will forget something. Tickets for the Banquet are now ready and can be purchased during the work party, \$30. \$35 at the door before the Banquet. This year Sailing awards reprisal will curtailed to a brief time. A Juggler Comedian will entertain.



be

Seeing You All There;  
Commodore  
Chris Fogelman  
Fanshawe Yacht Club and Sailing School

**ED NOTE: It's a two-fer weekend – Work party with great sailors AND an air show. Woohoo!!**

## 2017 FYC Annual Banquet -- we must have fun!

**TICKETS AVAILABLE AT THE FALL WORK PARTY – LOOK FOR SUE GOLDT.**

Cheques to be made out to **Fanshawe Yacht Club** or cash is good!



### 2017 ANNUAL BANQUET

When: November 4, 2017  
Where: Forest City National Golf Club  
Address: 16540 Robin's Hill Rd, London  
Cocktails: 5pm-6pm  
Dinner: 6:15pm

\$30.00 Early Bird  
\$35.00 after Oct. 31, 2017

Tickets will be available September 16, 2017 until October 31, 2017

Tickets sold by:  
Sue Goldt  
Brenda Pentland or Dave Gerofsky  
Gail-Lynn Gastaldi



## Sailing school report – July 2017

*ED NOTE: I will plan to have a further report on the sailing school in the November/December issue*

2017 is shaping up to be a good, if wet, sailing season. We opened the season with the usual boat preparation and cleaning but we have taken this one step further by hiring Ed Preszcator, a professional sailboat builder in Ailsa Craig, to undertake a more advanced repair of some of our bigger cracks and holes. Ed has the equipment, facilities, and experience to return our boats closer to their original glory. Hopefully this years' students will appreciate our efforts and crash into each other with less velocity.

We are also replacing many of the halyards, sheets, and painters for our CL 14's and 420's. As the Sailing School Manager I have managed to spend countless, isolated hours stepping masts, replacing shrouds, and sanding and waxing the boats. These have been some of my most tranquil and enjoyable hours spent in the beauty of the Yacht Club.

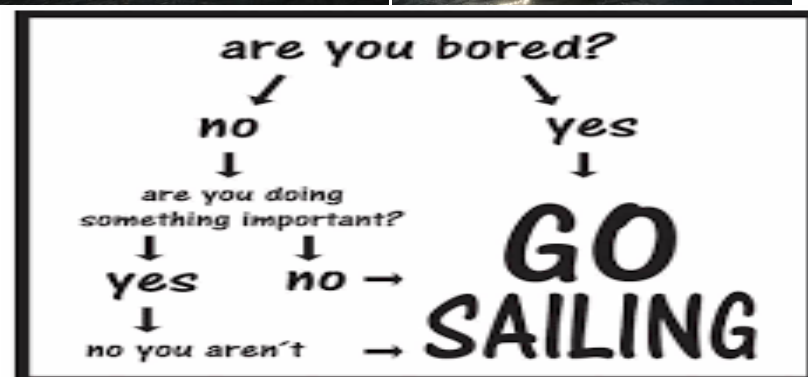
We are fortunate that all of our instructors are returning from last year. Isaac Ladore returns as our Head Instructor; Paul Karigan as our Race Team Coach; Jillian Smith leads our CanSail levels 3 and 4; while Riley McCluskey and Emilie Tremblay introduce the joys of sailing to our CanSail levels 1 and 2. I had met most of our Instructors in previous years when my sons were sailing with the Race Team and taking lessons, but I have gained a greater appreciation for their impressive maturity, commitment, enthusiasm, and sailing and instructing skills. We have been able to accommodate the special needs of a variety of students with different learning abilities and I have received many positive reviews about our Instructors. Much of my faith in our young people has been restored through working with these remarkable Instructors

Registration has been fairly consistent with previous years. Our Youth Classes are about the same size as in previous years however our numbers for our Adult classes are slightly down. We have also welcomed other groups such as the Boys and Girls Club for a full day of sailing and instruction. At the beginning of June I was very concerned about the low registration levels for our Youth classes. Arthur and Vera assured me many students sign-up for classes as the summer progresses. Their words have proven true as we have had students show-up on Monday morning with Registration Form and money in hand. We continue to have spaces available in our Youth classes so please continue to steer students our way.

We have also had discussions with professional associations in London who are interested in coming to the Fanshawe Yacht Club to become proficient sailors during a half-day session. Needless to say, we are still working to accommodate their schedules and interests. I believe that the Yacht Club could provide unique team-building opportunities for companies and professional organization in London – but it takes more than 2-3 hours to learn everything about sailing.

I am looking forward to the remainder of the 2017 season. If you, or any friends or family, have any questions about our Sailing School please feel free to contact me. I

can usually be found close to the Sailing School building or via email at [gregwilloughby1@gmail.com](mailto:gregwilloughby1@gmail.com)





## Racing at Fanshawe Yacht Club

**Wednesday club racing At 3 PM and 6PM**

After Sept 24, floating docks, safety boats and moorings will all be out of the water so if smaller sailboats using dollies would still like to sail, it will be up to the sailors to arrange that among the group.



Wednesday racing



Photo: Mark Cole

Many thanks to Marty Jackson for his great videos of club regattas!!! Rick and I were unable to take part in this regatta so, with Marty, I got to join right in on the Saturday.

Marty mentioned that there seemed to be more boats from away than club sailors so we will need to turn that around next year for sure. Still, for the change in regatta date, it was excellent to have the Y-Flyers and Wayfarers able to attend this usual end of the season event. The water had already been lowered by 1 metre by UTRCA in preparations to start work on the base of the dam on Sept 25.

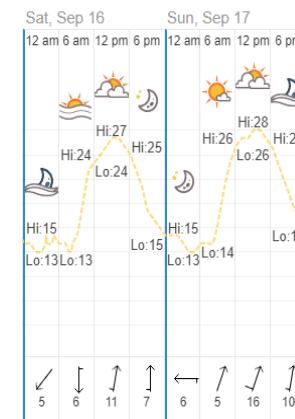
There were seven races sailed overall with very light winds and a thick sea as Marty described it (algae).

Lunches were served with a tremendous cheer going out once again to all those who helped in the kitchen to prepare some pretty yummy food. This year Lynn Okanski and Lawrence Lynch did the dinner. It was a delicious lasagna dinner with all of the fixings and pumpkin pie! Jim Mackenzie and Carleen Hone showed their Bahamian adventure movie after the supper.

Thanks to our Rear Commodore, Laurence Lynch, who chairs the regatta committee planning the day and safety boats.. As well, thanks to John Kabel and his RC crew who tried to work miracles in the light air – races!

Please enjoy the following pictorial account of this year's Pumpkin Regatta---

Sue Goldt





## 2017 Pumpkin Regatta: Racing Results

Sep 16 - 17, 2017 | 43 Sailors

### WAYFARER

Place	Skipper	Crew	Sail No	Club	Points	R1	R2	R3	R4	R5
1	Al Schonborn	Dave McCreedy	3854	TSCC	7	4	2	1	3	1
2	Leo Van Kampen	Joanne Van Kampen	10944	CSC	9	2	1	2	4	7
3	Sue Pilling	Steph Romanluk	397	SPS	12	1	8	7	1	3
4	Mike Duncan	Marg Duncan	10962	MSC	16	3	6	8	5	2
5	Jan d'Ally	Ken Nethercott	10964	CSC	16	6	5	3	2	8
6	Mike Codd	Kirk Iredale	4600	TSCC	16	5	3	4	7	4
7	Ian Pouliot	Jane Wolny	3999	NSSC	24	8	7	6	6	5
8	Paul Taylor	Thomas Taylor	7673	MSC	25	7	4	5	DNF9	DNC9

### LASER

Place	Skipper	Sail No	Club	Points	R1	R2	R3	R4	R5
1	Tobin Young	179469	WRSC	4	1	2	1	1	1
2	Brooke Wareing	73736	FYC	12	4	3	2	6	3
3	Colin King	187701	BLSC	13	DNS8	4	5	2	2
4	Claudio Martin	173203	FYC	15	3	1	DNF8	7	4
5	Brett Stykerman	200198	FYC	15	2	5	DNF8	3	5
6	Shaun Ellison	197120	FYC	18	5	7	3	4	6
7	James Scudamore	28101	FYC	21	6	6	4	5	7

### Y-FLYER

Place	Skipper	Crew	Sail No	Club	Points	R1	R2	R3	R4	R5
1	Ed Hone	Jordan Hone	2669	BLSC	5	2	4	1	1	1
2	Richard King	Marla Betts	2794	BLSC	7	3	1	2	2	2
3	Ken Staples	Jim Mackenzie	2795	FYC	9	1	2	3	3	3
4	Lawrence Lynch	Lynn Okanski	2687	FYC	15	4	3	4	4	4

### CS 22

Place	Skipper	Sail No	Club	Points	R1	R2	R3	R4
1	Chris Fogelman	359	FYC	3	1	1	DNF3	1
2	Mark Anderson	384	FYC	6	2	2	DNF3	2

### OPEN A

Place	Skipper	Sail No	Class	Club	PN	Points	R1	R2	R3	R4	R5
1	Paul de Viet	/	Clipper Marine		85.0	5	1	2	DNF3	1	1
2	Mike Van Wiechen	45354	Hobie 14	FYC	83.1	6	2	1	1	2	2

### OPEN KEELBOAT

Place	Skipper	Crew	Sail No	Class	Club	PN	Points	R1	R2	R3	R4
1	Mike Morris	Ryan Hogg	1747	Edel 540	FYC	97.0	3	2	1	1	1
2	John Burgess	/	/	Ketch	FYC	98.3	6	1	3	3	2
3	Marty Jackson	/	4	Siren	FYC	114.1	7	4	2	2	3
4	Bob Magill	/	1305	Tanzer 22	FYC	95.3	11	3	4	DNF7	4
5	Jeff Eames	Andy Turnbull	9	Sirius 22	FYC	96.7	15	5	5	DNF7	5
6	Roy Elworthy	/	/	Venture 22	FYC	102.6	20	6	DNF7	DNS7	DNC7



above photos by Mark Cole







Photos by Dave and Al – Canadian Wayfarers

### Know yer sailing terms...

**Beam Sea** - A situation in which waves strike a boat from the side, causing it to roll unpleasantly. This is one of the four directions from which wave action tends to produce extreme physical discomfort. The other three are 'bow sea' (waves striking from the front), 'following sea' (waves striking from the rear), and 'quarter sea' (waves striking from any other direction).

**Boom** - Called boom for the sound that's made when it hits crew in the head on its way across the boat. For slow crew, it's called 'boom, boom.'

**Bulkhead** - Discomfort suffered by sailors who drink too much.

**Calm** - Sea condition characterized by the simultaneous disappearance of the wind and the last cold beverage.



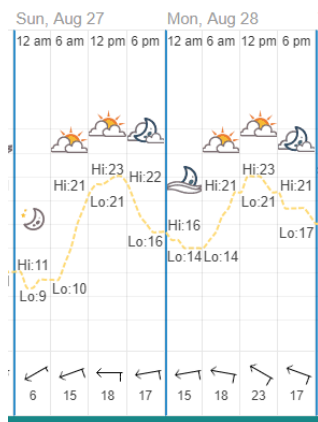
AUG 26 - AUG 27  
SAT - SUN

## 2017 FYC NOT- the- Club- Championship Regatta

In meetings last winter, the Club Championship Regatta had been changed to be a club regatta that has not yet been named and that will no longer include a Champion of Champions Race. This year the regatta was run as a club regatta closed to sailors who were not members of FYC.

What follows is the regatta from the point of view of Rick in his little Laser and a commentary by Marty Jackson on his video of the racing. Thanks so much Marty for all your videos!

Day 1 was very very light air and one loooooooooong race only was completed before lunch. The decision following lunch was to cancel racing for the day because of light air and planned evening event. Our annual corn roast and BBQ was held that evening. An amazing meal was prepared and served by Bonita Magill, Anita Elworthy, Carleen Hone and Jasmine Jackson. I hope I haven't forgotten other kitchen crew...but many thanks for the best corn roast I can recall!



Day 2 of racing went from light to increasing winds so 4 races could be completed. Rick actually was hiking on parts of the later races. I had also heard that switching up to a Siren from a Wayfarer has its struggles. Something about fixed versus swing centerboards and shallow lake areas?

Many thanks to John Kabel and his race committee for squeezing in a race in a not so breezy day one and for ensuring that more races could be run when day two proved a better sailing day. .

After the Sunday light air races, a group of 5 FYC ladies made their way across the lake and up Wye Creek together. A very pleasant day checking out kingfishers and herons. Then the boys came to join us in the Hunters and Y Flyer. Lovely evening at the lake. Wait , in the first photo, who is that in the green t-shirt in the ladies group ...wait...could that be...Jim?



### 2017 Club Championship: Racing Results

Aug 26 - 27, 2017 25 Sailors

**LASER** 5 5 6 0

Place	Skipper	Sail No	Club	Points	R1	R2	R3	R4	R5	R6
1	Rick Goldt	38585	FYC	7	1	1	2	1	1	1
2	Andrew French	197731	FYC	13	3	2	1	3	2	2
3	Jens Biskaborn	20791	FYC	16	2	3	3	2	3	3
4	Drake Bebee	134866	FYC	28	DNF6	5	4	5	4	4
5	Claudio Martin	173203	FYC	27	4	4	5	4	5	5

**420** 4 8 6 0

Place	Skipper	Crew	Sail No	Club	Points	R1	R2	R3	R4	R5	R6
1	Collin Town	Grant Town	3242	FYC	7	1	1	1	1	1	1
2	Zsazsa van Raalte	Ryan Berkley	7	FYC	15	DNF5	3	2	1	2	2
3	Duco van Raalte	Ethan Clarke	3	FYC	19	DNF5	2	3	3	3	3
4	Jason Reed	Samuel Reed	10	FYC	30	DNF5	DNS5	DNC5	DNC5	DNC5	DNC5

**CS 22** 3 3 4 0

Place	Skipper	Sail No	Club	Points	R1	R2	R3	R4
1	Chris Fogelman	359	FYC	5	1	1	1	2
2	John Burgess	320	FYC	9	2	2	DNF4	1
3	Mark Anderson	384	FYC	12	DNF4	3	2	3

**OPEN A** 3 3 6 0

Place	Skipper	Sail No	Class	Club	PN	Points	R1	R2	R3	R4	R5	R6
1	Jillian Smith	204457	Laser Radial	FYC		10	DNC4	1	1	1	1	2
2	Stephen Turner	/	Laser Vago	FYC	93.6	10	1	2	2	2	2	1
3	Mark Wagter	216	Hobie	FYC	85.0	20	DNC4	3	DNF4	3	3	3

**OPEN B** 5 6 4 0

Place	Skipper	Crew	Sail No	Class	Club	PN	Points	R1	R2	R3	R4
1	Mike Morris	Ryan Hogg	1747	Edel 540	FYC	97.0	10	1	2	DNF6	1
2	Bob Magill		1305	Tanzer 22	FYC	96.0	11	DNF6	1	1	3
3	Marty Jackson		4	Siren	FYC	114.1	14	DNF6	4	2	2
4	Roy Elworthy	/		MacGregor 22	FYC	98.3	16	2	3	DNF6	5
5	Jeff Eames		9	Sirius 22	FYC	96.7	18	DNF6	5	3	4





## And Now for the Rest of the Story: Part 3 “So technically we are Sinking?” or “Hope the frog can swim!”

So here is the third installment of Jim and Carleen’s adventure to the south to collect their new tri

Posted on April 14, 2017 by Carleen&Jim

They say that “cruising is doing boat maintenance in beautiful places”. This adage seems to be true. In Part 2 of our ongoing tale, you learned that two days into our cruise homeward, we had hit some rocks or a reef very hard causing some serious concern. As well, you learned that in preparing for our passage from Eleuthera to the Exumas islands, the winds had kicked up so much that we could not sail or even motor comfortably to the places in the southern Exumas that we had hoped to see.

Rather, we ended up at the north end of the island chain. Further explanation about not being able to sail to our original destination of Staniel Cay is below. Time was flying by and we knew that with this leaky boat we wouldn’t have a chance to see the swimming pigs at Big Majors Spot or to swim with the nurse sharks at Compass Cay (cay is pronounced “key”, same as quay as in Queen’s Quay in Toronto) or to spend days sailing the shallow waters of the Exuma Bank. Not on this trip.

Thus we blew in to beautiful South-West Allan Cay, part of a small group of cays which are home to endangered Rock Iguanas

We anchored in about 4’ of water just off of a beautiful sandy beach lined with palms trees and interesting rock formations. We set our Rocna 33 Lb anchor and then set our second anchor, the 22 Lb Bruce as the winds were supposed to build with gusts up to 60 knots. Jim always has an eye for how high the land surrounding the anchorage is because higher land usually will give you more protection from the winds. As the island was relatively low, he thought we ought to deploy the Bruce too though all of the load was on the Rocna. The anchorage was fairly tight with a sandy bottom and beach to the south but rocks to the east and west, not to mention the two monohulls we had anchored in front of.

Once we were all confident that the anchors had set, I swam over to the monohulls to ask if they were OK with us having anchored ahead of them. After all, they had gotten there first! We were well clear of their anchors and we all had plenty of swinging room but I just wanted them to be comfortable with us there. They were two couples buddy-boating together. The fellow from our nearest neighbour said if he could anchor in 3’ of water like we did, he’d do it too! They were fine where we were and he explained that we were using a Rocna like they were except that theirs was a 45 Lb. All was fine and dandy and we settled in for the night.

So...about the “technically we are sinking?” bit. Jim always tells me that a trimaran can’t sink. I guess it’s true as most have lots of watertight compartments in the hulls so if one is breached, the others will help hold the boat up. There is no lead-weighted keel like monohulls have and the pontoons (called “amas”) help balance the whole boat like training wheels on a kid’s bike. Plus two of our trimarans are made of foam covered in fibreglass and epoxy resin. So that material floats. All of this is true. But after we had hit the rock or the reef back on Eleuthera, there was more water coming



And as happens on this weekend, the Pioneer Village has its annual war of 1812 (a long running battle it seems) with the water based battle at Mark 4. An interesting distraction this regatta as the racers drifted by!



Boats reflecting in to the sea are similar to the sound graphic ([www.designboom.com](http://www.designboom.com))



in than I was sure we could be comfortable bailing. You see, we were sponging up the water into a pail every hour. When I stood at the stove in the galley I was standing in about a half inch of water. The galley floor, just aft of where you crawl into the v-berth, was continually wet. The water seemed to be coming from the underside of the main cabin floor via the settee storage compartments and maybe from under the v-berth where the water tanks were. It was too much to hope that the freshwater tank was leaking. It was not. We were taking on sea water, no question.

Jim and Paul agreed that it wasn't bad enough to haul the boat out but it was bad enough that we should make for home more expediently than we had planned. The almost constant sponging was tiring though. Getting up during the night was exhausting. We all took turns but it was frustrating. Crew morale was getting low. Before we left Lighthouse Beach on February 15, the guys put their heads together while I had a nap after breakfast and a swim where I tried to video the damage on the underside. I awoke to the two of them grinning like fools and high-fiving each other!!

They may have even been pouring celebratory drinks! Was I dreaming? Had they found a lost stick of underwater putty and fixed the leak? No putty, but here's what happened while I was asleep...Jim figured we needed a pump to get rid of the water as it collected under the floor of the head next to the galley. Why was the water entering the galley floor anyhow? It was flowing out of a small round access hatch at floor level. This hatch allowed access to the bilge pump for the shower under the head floor. Bilge Pump?? Of course, the bilge pump!! They put the round cover on the access hatch, and then rigged up a way for the water collecting under the head to get sucked up by the bilge pump. I think there was some disconnecting and reconnecting of hoses somehow to make all of that work. They also installed a small stick of the foam we had brought along for repairs into the shower drain. This foam stick, which I nicknamed "Bob", would bob up when the water level was getting high indicating that it was time to pump out the bilge. GENIUS!! It turned out that we would only have to pump out the boat about every 3 hours, maybe 4 using the handle just above the toilet in the head. We still took turns waking up in the night to do that but it meant that all of us slept better. Morale quickly went back up again....until the tack let go on the jib later that day during our windy passage from Eleuthera to the Exuma islands!!!

The tack is the area of the foot of the sail that attaches to the boat. In this case, the tack was on the jib, the small sail at the front of the boat. It is this sail that allows a sailboat to sail upwind, to drive closer to the direction that wind is coming from...in essence, to sail in a slightly straighter line toward a destination upwind than tacking back and forth on an angle to claw one's way upwind. Picture a triangular sail: the top of the triangle is the head, where the sail is hauled up toward the top of the mast with a line (or is on a stiff furling foil like ours so it can be rolled up around the foil rather than dropped into a bag on the deck); the front part of the foot of the triangle is the tack where the sail is attached to the bow of the boat; and the aft part of the sail which is the clew, where the controlling lines are attached allowing the sail to swing out to one side or other of the front of the boat. The jib is a crucial component of a sailboat and we were on the brink of losing ours!

When we originally unrolled and inspected the sails, the jib was very moldy. It was in sorry shape after sitting rolled up on land for almost 10 months. It had a clear UV cover on it but who knows how effective those are after a while. So none of us were really surprised when the tack blew out. We didn't have a spare jib so the guys chose

to partially furl up the sail so that there was less force on the foil. They didn't want the furling system to break as that could mean that the mast would fall down!!! The part that let go was a round eye on a few sturdy straps that are sewn onto the tack of the sail and which is where the sail is actually attached to the boat.

We were able to partially furl the jib to prevent it from completely pulling out of the foil and keep sailing but this was another reason why we couldn't sail toward the southern or central Exumas since the boat would no longer point well to windward. We were forced to sail off the wind, away from our original destination, and so we landed at SW Allan Cay.

The weather proved to be a little unsettled and we knew we could not leave the protection of the anchorage for a day or two. So Paul, bless his heart, took on the task of sewing the straps and the eye back onto the tack of the jib. Picture yourself trying to push a regular sewing needle through several thicknesses of seatbelt strapping.

Plus, the needle seems a bit dull. And you don't have proper UV thread either!! This is what Paul dealt with. I gave him whatever needles I had in my little sewing kit. Jim gave him some dental floss for thread (it's really, really strong) and he got to work.

Paul must have the patience of a saint as he continued to fight with the strapping ALL DAY. I'm not kidding when I say all day. He did take a break for lunch though! At one point he started to use pliers to push the needle which was dipped in dish detergent through the layers of strapping and sail. I know that his hands were cramping up, I think two of the needles broke and somewhere near the end of the repair, we found some whipping twine (strong thread-like line) which would have worked great for the job. When it was all over, we rejoiced. More rum drinks to celebrate! One of our neighbours came by in his dinghy and heard about the sail repair. He said "Hey, I've got a sewing machine aboard if you need it!" We just looked at each other and died laughing. Of course he has a sewing machine aboard: a strong one for stitching canvas, sailcloth, you name it. We have a proper sail repair kit...back in London. Poor Paul. What a hero.

While he was sewing and Jim was cleaning our old head pump, I used our down time to do some laundry in rain water which we had collected in a 5 gallon bucket.

Freshwater is a precious thing and finding ways to collect it while on a boat is just smart. Once the sun comes out, clothes dry quickly and spirits rise as well. As Jim said, each day we accomplished something: whether that was getting the Stereo to work, learning to enjoy one's time down below during a rainstorm, or doing laundry in a bucket. But we did miss our family and friends and I was glad that I had the means to share some of our experiences via this blog with them.

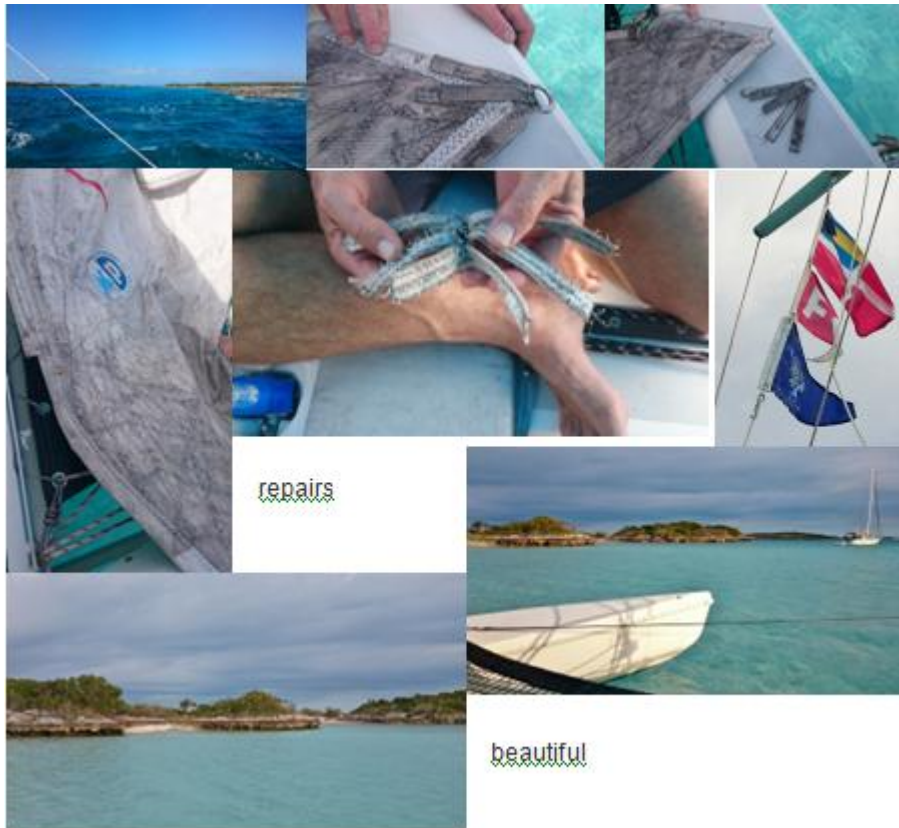
But what about the frog that I referred to in the title? Ah yes, the tree frog. Paul's little friend. Back at our rental house in Rock Sound, Paul had spotted a tiny tree frog clinging to one of the exterior door frames. He thought it was super cute. The next day the frog was inside, in the room where Paul was sleeping! Hmmm....I suspect the poor little thing bonded with his big human buddy (I refer to the frog as a "he" but who really knows except those with a lot of letters after their names). Paul carefully took him outside and we thought that that was it! Sometime during the first few days of sailing, maybe at Lighthouse Beach, Paul spotted the frog (it had to be the same one right?) on the transom or back end of the boat!! A tiny stowaway. Paul gently put him overboard knowing that they can swim and the shore wasn't too far away. But the frog frantically swam back to the boat and hopped aboard. Well, we were OK with a small fourth crew member coming along as long as he ate his fill of bugs like

noseeums. We weren't sure where he ended up while we cruised along and hoped that he jumped ship on his own at SW Allan Cay as we had no sightings of him until much later on! But this too is a tale for another day.

Enjoys the pictures and videos below of our time at SW Allan Cay in the middle of February.

Soon you will learn about more of our creature friends and the devastation caused by Hurricane Matthew in the Rest of the Story Part 4: "Paying for Water" or "I think we just hit 13 knots!"

P S you will notice the three flags we were flying from our lower spreaders. The highest is the Bahamian courtesy flag: fly it to show that you have cleared into the Bahamas with Customs. The second is our Fanshawe Yacht Club burgee. The third is my Women Who Sail burgee. I am part of an ever-growing closed Facebook page called the Women Who Sail. If you are a woman who sails (or boats) and want more info on joining the group, just drop me a line.



### Record Year! Spiny Soft-shell Turtles Hatching (media release, August 22, 2017 - for those enjoying nature at the club!

August 22, 2017, London, ON – It has been a record year! The Upper Thames River Conservation Authority (UTRCA) Species at Risk Reptile Team (aka "the Turtle Team") is releasing more than 6,000 baby turtles back into the Thames River! The UTRCA has one of the longest running and most successful reptile research, recovery and education programs in Canada.



Kaela Orton, UTRCA Species at Risk Field Assistant, says, "This record breaking year shows the endangered Spiny Softshell Turtle is expanding in terms of numbers and range along the Thames River. We are so pleased that the past twenty years of recovery work is having such positive results!"

The Spiny Softshell Turtle is endangered both provincially and federally. Only a small number of hatchling turtles reach adulthood, so it's critical for biologists to protect the eggs and release as many hatchlings as possible. Early studies along the Thames



River revealed almost zero turtle egg survival, but recent research shows that protection efforts are having an impact locally. Since the UTRCA began protecting eggs in the 1990s, the local Spiny Softshell Turtle population has shown increases in the number of turtles of all age classes and their range along the Thames River.

Threats to the Spiny Softshell Turtle:

- Loss of habitat
- Collection for the pet and food trade
- Getting caught on fish hooks

## Out of the Locker

It was a beautiful spring morning in Sarnia. I arrived at the boat early to start prepping the boat for a mast raising the next day. The plan was to start putting on the spreaders, run the power cable for the new Radar, etc. Friends were going to arrive the next morning.



The week before I was at the Sarnia Yacht club flea market and picked up a rudder position sensor for the autopilot. I figured I had some time so I'd quickly check the rudder quadrant for the best location for the sensor.

I opened the seat locker and entered. As I was crouching down, the lid started to come down (mistake one – failure to tie the locker open). I reached out with my left arm to stop the heavy lid from coming down. The sharp edge of the lid came down on my left thumb. (ouch!!!!) It really hurt so I pulled it out (mistake two – keep the lid open) and the lid proceeded to close the rest of the way and the lid catch engaged. I was trapped.

There I was in complete darkness, thumb very sore, and trapped. I managed to find my flashlight and examined my thumb. The lid had closed across the base of the thumbnail and cut most of the way through the flesh. I found a rag and wrapped the thumb so I wouldn't bleed all over my sails.

I was one of the first boats launched at the Marina so I had no neighboring boats on the dock. The Marina was deserted and my cell was sitting on the seat outside the locker.

What to do, I screamed for a while but I doubted anyone could hear me from inside the locker. I remembered I had my SUV keys so I started setting off the panic alarm. In between I would yell out.

I rewrapped the thumb tightly and continued my process of setting off the alarm and yelling in between.

This went on for about an hour until I heard someone shout out, "where are you!" I quickly yelled out, "in the sailboat with no mast on 1100 dock."

It was one of the yard workers. They had heard my car alarm and had come over to investigate.

The worker had come over using one of the yard trucks so could not drive me to the hospital. I therefore had to drive myself to the Sarnia Emergency. They stitched me up, and splinted my thumb. I was given a local anesthetic and some pain medicine so I could not drive so Nath came out to get me.

In hindsight, what I did wrong.

Working alone in a deserted marina  
Not tying open the seat locker hatch  
Not correcting the sharp pinch points on the latch

What I did right

Did not panic  
Tightly wrapped the thumb to slow the bleeding  
Remembered about the panic alarm for the SUV.



## 2017 Mackinaw Race

This year my crew was:

**Veterans:** Chris Milne, Ted Slivinski, Rob Perquin

**Newcomers:** Lawrence Lynch, Andy Lynch

This year we again were racing Cruising Asymmetrical and had a mid-fleet start at 12:20. Forecast was for winds between 10-14 knots with gusts up to 16. Plan was for the 155 Genoa and stay as close to the Rhomb line as possible.

We had a clean start about 40 seconds off the gun, and started on the long journey. There was some excitement at the start as the boat next to us (Mattali) completely shredded their Genoa.

Rain started shortly after the start and there was a fair amount of chop so the ride was fairly rough. The wind continued to clock around to the South East so we decided to raise the Asymmetrical about an hour into the race.

The hoist went well and continued to gain on the competition. The swell was still fairly large so the boat continued to buck and slam through waves.

It was during one of these troughs we heard a large bang from the top of the mast. What the #%@!

We lowered the Spinnaker and tried to see what was going on. The boat was still bucking in the waves. Using the binoculars while lying on the deck we could not see much through the rain and reduced visibility, but it appeared there was a split at the top of the mast head casting.

It was too rough to send someone up on the boson's chair so we discussed options as a crew. With the potential of a rigging failure we decided the best course was to unfortunately retire and head back to Sarnia.

We called the race committee and the US Coast guard and formally retired.

It took us 6 hours to motor back against the wind and waves.

The next morning at the dock we found that the failure was not with the casting but rather one of the spinnaker blocks had exploded. Disappointing as we had another halyard and could have continued. But with the information we had at the time, the decision we made was the most logical.

Not to let a good party go to waste (and the rooms were paid for) we all headed to Mackinaw Island by vehicle to enjoy the island and the party.

Thanks again to my crew. Brian

## Furry Critter shenanigans at the club!!!! Captured by Bob Magill



Our club steward, Bob, doesn't mind if the raccoons have a BBQ, but they should clean up after they are done.



"That can of pop is nice John, but I'd rather you throw in a boloney sandwich."

## Interested in taking some boating courses or to obtain your PCOC or radio license?

Canadian Power and Sail Squadrons  
Escadrilles canadiennes de plaisance

## Boating Courses

Home PCOC Online CPS National Site

### London

Location: [Catholic Central High School](#)

Course	Start Date	End Date	City	Province	Link
<a href="#">Maritime Radio</a>	TBD	TBD	London	Ontario	<a href="#">Register</a>
<a href="#">Boating 1 – Boating Basics</a>	September 12, 2017	October 3, 2017	London	Ontario	<a href="#">Register</a>
<a href="#">Electronic Marine Navigation</a>	September 12, 2017	November 14, 2017	London	Ontario	<a href="#">Register</a>
<a href="#">Maritime Radio</a>	September 12, 2017	October 3, 2017	London	Ontario	<a href="#">Register</a>
<a href="#">Boating 6 – Off Shore Marine Navigation Level 1</a>	October 10, 2017	December 12, 2017	London	Ontario	<a href="#">Register</a>
<a href="#">Extended Cruising</a>	October 10, 2017	December 12, 2017	London	Ontario	<a href="#">Register</a>
<a href="#">Boating 1 – Boating Basics</a>	November 21, 2017	December 12, 2017	London	Ontario	<a href="#">Register</a>
<a href="#">Boating 2 – Beyond Boating Basics</a>	January 9, 2018	February 13, 2018	London	Ontario	<a href="#">Register</a>
<a href="#">Introduction to Weather for Recreational Boaters</a>	January 9, 2018	February 27, 2018	London	Ontario	<a href="#">Register</a>
<a href="#">Maritime Radio</a>	January 9, 2018	January 30, 2018	London	Ontario	<a href="#">Register</a>
<a href="#">Boating 3 – Introduction to Marine Navigation</a>	March 20, 2018	April 24, 2018	London	Ontario	<a href="#">Register</a>
<a href="#">RADAR for Pleasure Craft</a>	March 27, 2018	April 17, 2018	London	Ontario	<a href="#">Register</a>
<a href="#">Boating 1 – Boating Basics</a>	April 24, 2018	May 15, 2018	London	Ontario	<a href="#">Register</a>

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

Course	Start Date	End Date	City	Province	Link
<a href="#">Boating 4 – Near Shore Marine Navigation Level 1</a>	October 5, 2017	January 18, 2018	London	Ontario	<a href="#">Register</a>
<a href="#">Marine Electrical Maintenance</a>	October 12, 2017	December 14, 2017	London	Ontario	<a href="#">Register</a>
<a href="#">Boat and Engine Maintenance</a>	January 11, 2018	May 3, 2018	London	Ontario	<a href="#">Register</a>
<a href="#">Boating 1 – Boating Basics</a>	March 29, 2018	April 19, 2018	London	Ontario	<a href="#">Register</a>
<a href="#">Maritime Radio</a>	March 29, 2018	April 19, 2018	London	Ontario	<a href="#">Register</a>

You can register for any of these courses on line at

<http://www.boatingcourses.ca/cities/London>

If you want more information about what is in the course, you can find that at this website....

<http://powerandsail.ca/education>



## Rowbust DB club

ED NOTE: Rowbust has an interesting project on their Facebook page <https://www.facebook.com/rowbust/>. They have asked members of their club to answer two questions on Facebook ... 'Why did you join Rowbust?' and 'In what way did Rowbust impact your life?' Quite a few of their members have responded to these questions. This club certainly has a common cause in helping to find better management for breast cancer. Still, I wonder what the reasons might be for our members to have become sailors?



## 2019 CANADIAN NATIONAL CHAMPIONSHIPS COMING TO REGINA



Dragon Boat Canada is thrilled to be bringing the Canadian Dragon Boat Championships to the city of Regina for the first time ever. The event will be held in beautiful Wascana Park with the Queen Elizabeth II Gardens and Legislative Building as its backdrop.

Mayor Michael Fougere made the announcement on behalf of Dragon Boat Canada today at the Opening Ceremonies of the Regina Dragon Boat Festival. "Our local Dragon Boat Festival has been a long-standing highlight of the summer for our residents. Wascana Centre is the best urban park in Canada, and I am excited for teams from across the country to experience it during this competition," says Fougere.

Dragon Boat Canada Executive Director, Chloe Greenhalgh says: "We're excited that our athletes will have the opportunity to compete on Regina's amazing and picturesque race course. This event will bring over 2500 athletes to Regina, and we know that they will be charmed by the beauty of the city and the warmth of its citizens".

While dragon boating started out as an ancient Chinese tradition, it has progressed to become one of the fastest growing sports in the world.

The successful bid to host the event was led by the Regina Dragon Boat Festival with support from Events Regina, a partnership led by Economic Development Regina and the Regina Hotel Association. The Regina Dragon Boat Festival has been one of Canada's and Regina's longest running events with this Labour Day weekend marking its 26th Anniversary.

"Hosting the 2019 Canadian Dragon Boat Championship in Regina not only allows us to showcase our beautiful city, but the Greater Regina Area can expect an estimated economic impact of \$2.9 million," said John Lee, President & CEO of Economic Development Regina. "The Regina Dragon Boat Festival has been one of the most anticipated events of the summer for decades; we're excited to share the local love of this growing international sport."

The Regina Dragon Boat Festival Inc. in conjunction with the local Regina organizing committee will be working closely with Dragon Boat Canada to ensure the Championship is an event to remember and one that showcases Regina and Saskatchewan to the rest of Canada.

The Regina Dragon Boat Festival's past president Amber Smale will serve as Chair of the local organizing committee for this event.

For more information on Dragon Boat Canada visit [www.dragonboat.ca](http://www.dragonboat.ca) or visit Regina Dragon Boat online, to learn more about this year's event, at [www.reginadragonboat.com](http://www.reginadragonboat.com).

## MARINA SUCCESSION PLANNING AND FUEL SALES

**ED NOTE:** *We often talk about the high cost of fuel for marine motors and this is a partial explanation why that happens.*

In the last few additions of News Week, we've been talking about fuel sales and marinas; this continues to attract comment.

I recently heard from Dwain Bodkin at Sutton Group Preferred Realty Inc., who has made something of a personal specialty of selling marinas. The comments about fuel sales prompted him to phone me because both the availability of fuel and the price of fuel represent a significant and possibly underestimated factor in the overall viability of a marina business.

How many marinas are for sale? More than you might think.

Perhaps it's the time of year, but Dwain told me he had seen four marinas last week alone. All of those owners were looking to retire and want to sell, but they don't want to make it public.

There are a lot of issues to deal with when selling a marina property and one of the most important is to keep the business going strong to attract the best possible price. Understandably, putting a big "For Sale" sign on the property could be interpreted as a warning to customers, especially those thinking of making a major purchase.

I enjoyed my conversation with Dwain because he brings an unusual perspective to the marina business.

He points out that running a marina is genuinely hard work and in the case of owner-operator situations, it's very hard to get your money out if you're leaving the business to a child or relative. They have to either have the money to buy it from you if you want to cash out, or you have to trust them to run it well if they're going to buy it out over time.

He pointed out that a Marina is a bit like a golf course; a big initial investment with a very long payback and it gets even longer if you don't have the benefit of fuel sales.

The most urgent reason for Dwain to call me about this is that he anticipates that we will have a wave of marina owners hoping to retire in the next year and a half (or longer) and his advice is to be aware of this and start planning right now.

From his considerable personal experience, Dwain left us with a couple of important ideas.

First, he suggests cooperating locally with other marinas to ensure that fuel (and other important services) are available and convenient enough that people will not be discouraged about boat ownership.

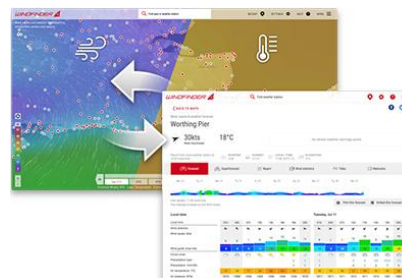
He also suggests that in his experience, delivering the best service is the most expensive but also the most profitable. While some big corporate marinas have done well, many boaters are looking for a cottage home away from home, amenities like swimming pools and recreational areas, and they want the attention and personal touch that they get from an owner operator.

## New marine Technology

### WINDFINDER INTRODUCES INTERACTIVE WEATHER MAPS

**ED NOTE:** *looking for that perfect weather to be on the boat. Maybe this one can find the lifts and holes on Fanshawe, eh?*

Aug 29, 2017



Windfinder, one of the world's leading weather services for water sports, introduces interactive weather maps on its website and in its apps, which make it easy to view wind direction, wind speed, air temperature, etc. and the spots/sites for water sports activities on a map.

Key features of the weather maps:

- find the windiest and best locations for sailing, kite surfing, windsurfing, surfing etc. with one single view
- full screen map with zooming and panning
- very low data consumption (ideal for mobile usage on Smartphone and offshore sailing)
- easy switching between location/spot forecasts and the new maps

Johannes Bönniger, chief technology officer at Windfinder says: "This is a huge improvement and the kick off for a wave of new features and improvements like new map layers for precipitation and waves, etc."

Visit: [www.windfinder.com](http://www.windfinder.com)



## BLUETOOTH FLUSHING THROUGH PANEL OR APP

**ED NOTE:** *Okay, I had to put this one in after the members' blogs on the subject of how unfortunate loositus can be on board!!!*

Sept 12, 2017



Toilet control panels often need to be wired through areas with limited accessibility, such as bulkheads or cabinetry, making them difficult to install and service. Raritan Engineering's radically new Bluetooth Flush Control wirelessly manages an electronic Raritan toilet control from up to 50' away, using a panel or Smartphone app. Nominated for a 2017

Innovation Award, it's debuting at the International Boatbuilders' Exhibition & Conference (IBEX), Sept. 19–21, Tampa, Florida, booth #1212.

Ideal for new builds and refits, the Bluetooth Flush Control allows users to customize flush settings to optimize performance and water consumption. This is accomplished using the free Android or Apple app.

Advanced diagnostics allows users to send operating data to Raritan tech support directly via the app. It is able to see voltage input and current levels for the previous 250 flush cycles to assist in troubleshooting.

Maximum discharge and inlet output capacities for the Bluetooth Flush Control are 40 amps and output to the marine sanitation device activation is up to 1 amp. Maximum voltage is 27V DC. The panel requires three common AAA batteries which will run the device for up to two years.

Visit: [www.raritaneng.com](http://www.raritaneng.com).

**ED NOTE:** *I am including a portion of an obituary that Carleen had seen because pretty much all of us have used the West Epoxy System at some point of boat building and repair. To be honest, i also didn't know about the National Sailor's Hall of Fame in USA!*



## Michigan sailing legend Meade Gougeon dies at 78

Updated on August 30, 2017 **By Andrew Dodson**

**BAY CITY, MI --** Meade Gougeon, a sailing legend and industry innovator who pioneered the use of epoxies for boatbuilding, all while creating a culture of giving back at his Bay City business, died Sunday, Aug. 27. He was 78.

His death was confirmed by his wife, Janet. The cause was skin cancer. On Saturday, a day before his death, the Great Lakes Multihull Regatta was held on the Saginaw Bay, near Gougeon's Killarney Beach home. Understanding that Gougeon was dying, race organizers moved buoy race markers closer to his home, giving him one last race to take in. Reclined in his chair, he felt the Saginaw Bay breeze across his face and spoke his final words.

"The wind is coming up," he said. "Tell the boys they can commence with the race."

While he touted a distinguished sailboat racing career, including a North American championship at the age of 58, becoming the oldest person to ever win a major regatta, Gougeon was perhaps best known for making other sailors and boat builders look good with his special marine epoxy.

Gougeon and his late brother Jan's home-baked epoxy was their secret weapon when building their race-winning boats in the early 1960s. The brothers kept it a secret from competitors for about five years, but word eventually got out.

The epoxy was born from a relationship with Herbert Dow, an avid sailor and the grandson of the Dow Chemical Co. founder. The Gougeons introduced Dow to iceboating, and in return, Dow connected the Gougeon's with chemists in the chemical company's epoxy lab in Midland to help develop resins and hardeners that could be used as an adhesive and coating.

"When it became obvious that we had an opportunity to make this epoxy technology available to others, it really became a revolution, especially for wooden boats, which were declining quickly because of carbon fiber," Gougeon said in a 2015 interview with The Bay City Times-MLive.

In 1969, the Gougeon brothers, including Joel Gougeon, a former state senator, decided to go into business, selling ice boats under the Gougeon name and their world-class epoxy, later called West System Epoxy. Before West System, builders used ineffective materials to glue boats together that required clamping parts together for weeks at a time. West System filled all the gaps and dried overnight.

"It was huge," said Ron Sherry, a North American DN Iceboat champion. "People use that epoxy for doing everything on the boat. You can always count on it."



A photo of Meade Gougeon, left, and his brother, Jan Gougeon. The brothers were inducted into The National Sailing Hall of Fame in 2015. Jan Gougeon died in 2012.

The epoxy and Gougeon's engineering technology translated to other areas outside of boatbuilding, including Jon Staudacher's Bay City airplane company. From 1988 to 1996, Staudacher built 36 airplanes with wings that used the same technology Gougeon implemented for wind turbine blades, essentially minimizing any risk for failure.

"The Gougeon brothers aren't responsible for my career in aircraft building, but they are certainly responsible for my success," Staudacher said. "I might have attempted it without them, but they were key to the success."

The Gougeon Brothers' work extended beyond Earth. In the late 1970s, they manufactured laminated wood used in NASA's Wind Energy Project Office. In 2004, Scaled Composite used Gougeon Pro-Set epoxy to develop its cutting-edge spacecraft vehicles.

Up until recently, Meade Gougeon served as the company's chief tester of new epoxy products as the business, located off Marquette Avenue on Bay City's West Side, continues to grow. More than 50 people are employed by the business in Bay City today.



In 2015, Meade and Jan Gougeon were inducted into the National Sailing Hall of Fame, the first inductees from Michigan, joining Olympic medalists and other accomplished sailors.

Meade and Jan Gougeon, best known for their pioneering work in the use of epoxies for boat construction, but also for their numerous North American and world sailing titles and record setting races, are being inducted into the National Sailing Hall of Fame on Sunday.

As Gougeon built his trailblazing business, he not only understood the importance of giving back to the community, but made it a point to instill a philanthropic attitude in his employees.

Meade Gougeon lived life to the fullest up until his death. This past March, he competed in the Everglades Challenge in Florida, finishing first in his class in the 300-plus-mile-long competition from Tampa Bay to Key Largo in the sailing canoe he built named "Elderly Care."

"His children were concerned and asked why I was letting him do it, but he's going to do what he wants," Janet Gougeon said. "The sailing world was his love and passion."

Meade Gougeon described the race as "three days of high winds, headwinds and rough seas. It was wet and bumpy." More than half of the other 108-boat fleet dropped out of the race, but Gougeon was one of the 51 remaining to cross the finish line.

Gougeon also won the race in 2014. Next year, a sailor will compete in the competition in a boat designed by Gougeon, his wife said.

## Slow cooking on a sailboat

Slow cooking aboard a sailboat is a problem for one simple reason: Meals that require prolonged simmering or endless oven-braising use too much valuable cooking fuel. Even meals that don't need prolonged cooking require the cook to remain nearby while he or she, well, cooks. The land-based cook's solution — the Crock-Pot — is impractical to use aboard most sailboats. New Zealander, Tish North, who is both a sailor and a trained chef, has designed a solution that's ideal for cruisers. The Heylo Bag, a compact, washable pouch made of outer layers of polar fleece and an inner layer of miniature Styrofoam balls, uses heat retention to cook food — a method Tish first encountered while living in Africa. "Heat-retention cooking is a very old concept, commonly used," she says. "To do my slow cooking there [in Africa], I used two beanbag-like cushions in a cardboard box. When I came to New Zealand, I brought the idea with me." The result is the Heylo Bag. After a minimal initial cooking time on the stove-top, the insulated bag slowly cooks food by maintaining cooking temperature. As an added bonus, the bag also can be used to keep food or beverages hot, cold or even frozen for hours on end — or to cook simple staples like rice, pasta, soups or stews without having to hover over the stove.

To use, simply place ingredients in a pot and cook briefly on the stove-top. Turn off the stove, remove the hot pot, place it in the insulated bag, seal and walk away. Let it sit until the ingredients are cooked to perfection. Initial and in-bag cooking times vary according to each recipe, but most dishes require 10 to 20 minutes of initial cooking, with a standing time in the bag of three to four hours. Tish offers a selection of starter recipes on her website; you can easily adapt your own favorite recipes for slow cooking. Cruising World tested a standard-size bag using Tish's recipe for slow-cooked baked beans, using pre-soaked dried (not canned) beans. The result was delicious.

Bags come in two sizes: standard for \$38 and large for \$49, plus shipping. (Prices online are in NZ Dollars; the website will automatically convert amounts to your currency before you buy.) For more information, or to order, go to [www.heylobags.co.nz](http://www.heylobags.co.nz).



## Hot Food — No Fuel

For stocking your ditch kit or life raft — or even for a quick hit of hot rations on rough-weather passages when the stove is off-limits — a new product line from Magic Cook is worth a look. The Lunch Box uses a combination of small, nesting stainless-steel and plastic containers, plus fluid-activated, mineral-based heat packs to produce piping hot food or drinks in minutes — no stove, flame or microwave oven needed. Ideal for heating up canned items or even freeze-dried emergency supplies, it's compact, lightweight and portable. The company says any fluid can be used to activate the heat packs, including water, seawater or juice. Containers are reusable; heat packs are for one-time use only.

