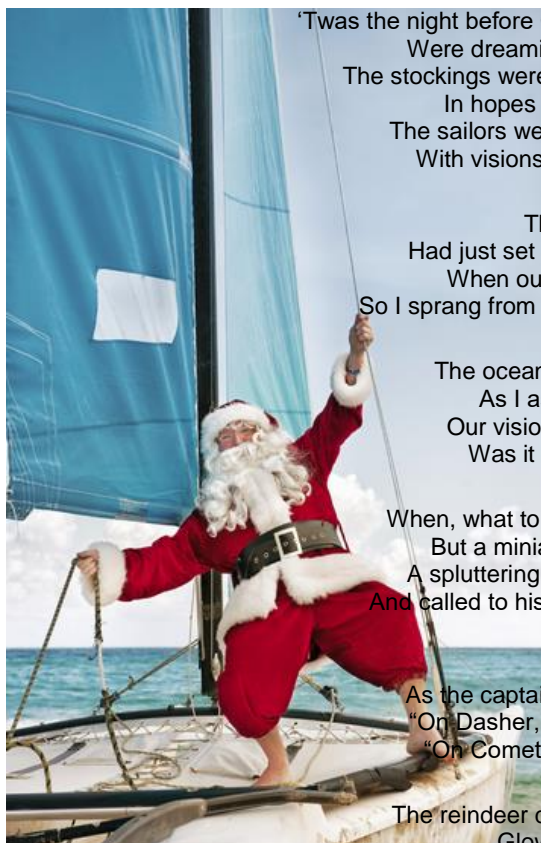




DECEMBER 2018 YEAR SUMMARY

ED: SUZANNE GOLDT

## *Happy Holidays FYC!*



'Twas the night before Christmas, and those with sea legs,  
Were dreaming of waves as high as mastheads;  
The stockings were shackled to the transom with glee,  
In hopes that St Nick would find them at sea;  
The sailors were nestled all snug in their quarters,  
With visions of sun, fair winds and calm waters.

The salty old captain, helm at his hip,  
Had just set the bearing, for a long passage trip;  
When out on the horizon arose a bright light,  
So I sprang from the bed and looked out to the night;

The ocean on deck greeted me with a splash,  
As I asked in despair, "was that a crash?"  
Our vision impaired by the fog growing thick,  
Was it a crash, or do my eyes play a trick?

When, what to my wondering eyes should appear,  
But a miniature sleigh, and eight wet reindeer;  
A spluttering driver, scrambled up from the floor,  
And called to his reindeer, "let's try that once more";

Over the mast the red sleigh did fly,  
As the captain and I tipped our heads to the sky:  
"On Dasher, On Dancer, On Prancer and Vixen,  
"On Comet, On Cupid, On Donner and Blitzen;

The reindeer dragged the sleigh around in an arc,  
Glowing so bright as to banish the dark;  
Lining up from aloft, he aims for the yacht,  
It seems that the driver will give it a shot;

But if he landed on water, surely, he'd sink,  
His sleigh and his cargo, all bound for the drink;  
But onwards he pushed, like a runaway train,  
The reins on the sleigh screeching under the strain;

Now inches from the water, the spray did rise,  
Whilst the captain, he quivered, hands over his eyes:  
With a bang and a crash and a thud and a scream,  
The driver had nailed it, and stopped just abeam;

From the red sleigh the driver boarded our boat,  
Wearing boots of fine leather and a shiny red coat;  
The captain demanded, "tell me who you are",  
"Why I am St Nick, and I come from afar";

"I come bearing gifts, you have nothing to fear",  
"For tonight is a very special time in the year";  
From his sack pulled St Nick, a gift wrapped in gold,  
A present for me on that Christmas so cold.

What joy it did bring on that lonely dark crossing,  
To have something to put in my damp Christmas stocking;  
And for the old captain, whose nerves were now calm,  
A gift for chapped lips, some soothing lip balm;

"Now" said St Nick, "it is a true shame",  
"But I must now be gone, as quick as I came".  
His bold, loyal reindeer could tread water no longer,  
As the wind and the waves; began to grow stronger;

With a 'Ho Ho Ho' he hopped back in his sleigh,  
With the whole world to visit, before the next day;  
In the blink of an eye he was gone in a flicker,  
Leaving a dusting, not snow, but of sparkling glitter;

Wiping tear from my eye, I'd never felt such delight,  
Happy Christmas to all, and to all a good night.

[www.extremesailingseries.com](http://www.extremesailingseries.com)



## A word from Sue Goldt, Editor



Well I sat at my computer this past year twiddling my thumbs and deciding what to do with the FYC newsletter. I did hear from a few members who thought they may be interested in writing the newsletter but life does seem to complicate matters. I evidently do enjoy putting this document together so here I am again.

I think an online version of the newsletter/blog is the likely future when someone wishes to do this. I evolved from early writing practice with stick pens and ink and have a fairly extensive library at home so I like a version that may be printed

My view of the Scuttlebutt is as a lasting history of changes in sailing and our sailing club. A file that can be eventually placed in the FYC archives stored at Lawson Library at UWO.

Any suggestions or contributions will be happily received.

## 2019 FYC Executive and Contributing Members

As you know, the AGM was held on December 18 rather than January 2019 to be sure the Board of Directors could be present. Here is the 2019 slate of officers:

### 2019 Executive Roles

Commodore	Bonita Magill
Vice Commodore	Kyle Smith
Rear Commodore	Jacalyn Grabowski
Fleet Captain	Rick Goldt
Treasurer	John Kabel
Secretary	Andy Turnbull
Nominating Committee Chair	Jeff Eames
Youth Representative	Ethan Willoughby

### 2019 Contributing Roles

Boat Master	Jim Mackenzie
Club Steward	Bob Magill
Communications Officer	Mark Cole

### Facebook Contributors

Kevin Biskaborn  
Nicholas Callender  
Riley McCluskey  
Marc Lacoursiere  
Rob Perquin  
Nicholas Callender  
Bob Magill  
Sue Goldt  
John Kabel  
Ralph Smith  
Kevin Biskaborn

### Harbour Masters

Marketing Director  
Membership Chair  
Newsletter Editor  
Racing Committee Chair  
Safety Officer  
Web Site Coordinator

### 2019 Sailing School Roles

Director	Jason Piovesan
Deputy Director	Kathleen Parker
Committee Members	Adam Goarley Denise Kinting Bonita Magill Michael Peters

### There are some positions yet to be filled.

These will count toward volunteer hours and all are actually low physical labour jobs! A great opportunity to help out at the club.

<b>Dock Marshall</b>	Responsible for the main and south ramps, docks, life rings and equipment. Reports issues to the Board for repair/replacement
<b>Parking Area Marshall</b>	Assigns boat-trailer sailor parking space in the south lot and trailers stored in the north lot
<b>Sportswear Co-Ordinator</b>	Manages FYC sportswear and regalia. May be possible for a member to manage this as a small independent business.
<b>Club Historian/ Archivist</b>	Ensures that the club's papers are properly archived for the year – budget statements, minutes, and so on.



## 2019 Winter Wednesday Dinners out at Shelly's Tap and Grill

Again, this year, Mike Morris has made the arrangements for all FYC members to meet for dinner at Shelly's Tap and Grill.

This began as a replacement for Wednesday's informal racing in the non-sailing season and has continued successfully for many years now. If you are new to the club, please come and enjoy the fellowship.

Any members of the club are welcome. A good time for families to meet each other. With no dishes to wash after!

### First Wednesday Dinner out

Wednesday **January 9** from 5:30 to 6PM

**Shelly's Tap and Grill Restaurant** ·  
591 Wellington Rd, London, Ontario,  
N6C 4R3



Arrive between 5:30 and 6:00 PM. If orders are placed before 6 PM you will get the early bird pricing. All sailors and paddlers are welcome, including family and friends.

Check out the menu at [www.shellystapandgrill.com](http://www.shellystapandgrill.com). The menu features a variety of vegetarian and gluten-free options if you ask.

Dates scheduled to put on your calendar **Jan 9, Feb 13, Mar 6, Apr 10**

Please note that the March date is in the first week because of the school break.

## Notes from our landlord UTRCA



UTRCA has made some tentative decisions about the 2019 season at the three conservation areas.. There will be updates on these in the new year as well.

**FEE SCHEDULE:** It seems that the fees schedule will remain the same this coming year (see Table).

**2019 OPENING DAY:** It is likely that the CA area will not officially open until **May 1** which may push our spring work parties to the end of April.

**BOAT AND CAR PASSES IN 2019 :** We will not purchase our car and boat passes from the FYC Membership Chair, Bob Magill this year. The passes may be purchased at the main gate as you come into the grounds. If you have a swipe card for the automatic gate, show your 2019 FYC membership card and they will validate the swipe pass. For members who fall under corporate membership groups, Bob will have a list of 2019 members in the corporate groups provided to the main gate so that they can look your name up.

Remember that these passes are valid at the 3 conservation areas – Fanshawe, Wildwood and Pittock. Lots of activities to check out at all three parks.

**PIONEER VILLAGE:** These folks will be celebrating their 60<sup>th</sup> year in 2019. Currently, their board is working on special events to celebrate this. I will post these for our members when I can. Great to sail over to the village for a lunch or coffee!

**UTRCA GIFT CARDS:** New in 2019, you can purchase gift cards for UTRCA at

<https://upperthames.goingtocamp.com/Store/GiftCards.aspx>

### Gift Cards

This is an electronic Gift Card (eGift Card) that is emailed directly to the recipient. It can be used for reservations and purchases.

**Received your Gift Card?**  
Log in to your account to Register, Reload, and Check Balance of your Gift Card.

[Register and Manage Gift Cards](#)

**Want to know more about Gift Cards?**

[Frequently Asked Questions](#)

[Terms and Conditions](#)





## Schedule 2 – Conservation Area Fee Schedule

All Fees Effective January 1, 2019

### Day Use Revenue Centres

#### DAY USE FEES

Vehicle day pass	\$ 14.00
Adult Day Pass	\$ 8.00
Child Day Pass	\$ 4.00
Seasons Pass	\$ 125.00
Seasons Pass 1/2 price (Sept 1st)	No longer offered
Bus Day	\$ 120.00

#### WATERCRAFT FEES

Motor/sail boat day	\$ 15.00
Motor/sail boat seasons pass	\$ 115.00
Motor/sail boat seasons pass 1/2 price (Sept 1st)	no longer offered
Wet dock seasonal	\$ 400.00
Wet dock monthly	\$ 175.00
Wet dock weekly	\$ 125.00
Wet dock daily	\$ 25.00
Dry dock seasonal	\$ 175.00
Dry dock monthly	\$ 100.00
Dry dock daily	\$ 15.00

#### PAVILION RENTALS

Watson Porter Weddings	\$ 2,200.00
Watson Porter Inclusive	\$ 1,000.00
Watson Porter	\$ 385.00
Lakeview Pavilion Weddings	\$ 875.00
Lakeview Pavilion Inclusive	\$ 650.00
Lakeview Pavilion	\$ 255.00
Shelter Day Use	\$ 90.00

**Compass** - A navigational aid that accurately points to the largest metal object on your boat

**Aft** - Acronym for Automatic Flotation Thing. The Coast Guard requires that you have a personal flotation device for each member on board; these are the ones that are \*supposed\* to inflate automatically when you hit the water (and you will) to prevent drowning.

## 2018 FYC Racing Summary



### 2018 FYC June Bug regatta results

*Fleet	Class	SailNo	HelmName	CrewName	USPN	Club	R1	R2	R3	R4	Total	Nett	*Position
Open A	Wayfarer	6732	Andy Turnbull		1102	FYC	(4.0)	1.0	1.0	1.0	4.0	3.0	1st
Open A	Y-Flyer	2687	Lawrence Lynch	Lynn Okanski	86.7	FYC	2.0	(5.0 DNS)	2.0	2.0	11.0	6.0	2nd
Open A	RS400	912	Kyle Smith	Jason Hills	82.3	FYC	3.0	2.0	(4.0)	3.0	12.0	8.0	3rd
Open A	Hobie 14 T	45354	Mike Van Wlechen		83.1	FYC	(4.0)	3.0	3.0	4.0	14.0	10.0	4th
Open B	Tanzer 22	1305	Bob Magill		95.3	Fansh	(4.0)	1.0	1.0	1.0	4.0	3.0	1st
Open B	CS-22	384	Mark Anderson		94.1	FYC	(2.0)	2.0	2.0	2.0	8.0	6.0	2nd
Open B	Macgregor 26	UNK	Jason Reed	Samuel Reed	94.3	FYC	(4.0 DNS)	4.0 DNS	4.0 DNS	4.0 DNS	16.0	12.0	3rd
Sirius 22	Sirius 22	80	Rob Goldt	Sue Goldt	96.7	FYC	(4.0)	1.0	1.0	1.0	4.0	3.0	1st
Sirius 22	Sirius 22	9	Jeff Eames	Vera Eames	96.7	FYC	(2.0)	2.0	2.0	2.0	8.0	6.0	2nd



## 2018 FYC Club Regatta results



*Fleet	Class	SailNo	HelmName	CrewName	USPN	R1	R2	R3	R4	R5	R6	Total	Nett	*Position
Laser Radial	Laser Radial	20791	Jens Biskaborn		1139	2.0	1.0	2.0	9.0 DNC	1.0	1.0	16.0	7.0	1st
Laser Radial	Laser Radial	85	Rick Goldt		1139	1.0	(2.0)	1.0	2.0	2.0	2.0	10.0	8.0	2nd
Laser Radial	Laser Radial	204467	Ethan Clark		1139	4.0	4.0	(7.0)	1.0	5.0	3.0	24.0	17.0	3rd
Laser Radial	Laser Radial	134833	Drake Bebee		1139	(6.0)	5.0	5.0	5.0	3.0	4.0	28.0	22.0	4th
Laser Radial	Laser Radial	90163	Collin Town		1139	5.0	(7.0)	6.0	3.0	4.0	6.0	31.0	24.0	5th
Laser Radial	Laser Radial	204457	Jillian Smith		1139	7.0	6.0	4.0	9.0 DNC	6.0	5.0	37.0	28.0	6th
Laser Radial	Laser Radial	156906	Aidan Callender		1139	3.0	(8.0)	8.0	4.0	7.0	7.0	37.0	29.0	7th
Laser Radial	Laser Radial	180492	Matthew Peters		1139	8.0	3.0	3.0	9.0 DNC	9.0 DNC	9.0 DNC	41.0	32.0	8th
Open A	Wayfarer	420	Nigel Hocking	George Hocking	97.6	1.0	1.0	1.0	4.0 DNC	2.0	2.0	11.0	7.0	1st
Open A	Wayfarer	6732	Andy Turnbull	Lucy Turnbull	91.6	4.0 DNC	4.0 DNC	4.0 DNC	1.0	1.0	1.0	15.0	11.0	2nd
Open A	Hobie 14 T	45354	Mike Van Wiechen		83.1	2.0	2.0	2.0	2.0	(3.0)	3.0	14.0	11.0	3rd
Open B	CS-22	384	Mark Anderson		94.1	1.0	(3.0)	2.0	2.0	1.0		9.0	6.0	1st
Open B	Tanzer 22	1305	Bob Magill		95.3	(3.0)	1.0	3.0	1.0	2.0		10.0	7.0	2nd
Open B	Sirius 22	9	Jeff Eames	Vera Eames	96.7	2.0	2.0	1.0	(3.0)	3.0		11.0	8.0	3rd

## 2018 FYC Plywood Classic results

### 2018 Plywood Classic Regatta Results

Name	Race 1	Race 2	Race 3	Race 4	Overall (drop one)	Position
Andy Lynch	3	1	1	2	4	1
Bob Magill	1	2	3	5	6	2
Mark Anderson	2	3	2	4	7	3
Amanda Lynch	5	5	4	1	10	4
Mike van Wiechen	5	5	5	3	13	5



## 2018 FYC Pumpkin Regatta results



*Fleet	Class	SailNo	HelmName	CrewName	USPN	R1	R2	R3	R4	R5	R6	Total	Nett	Position
Albacore	Albacore	7133	US Jens Biskaborn	Mark Lemieux		(2.0)	2.0	2.0	1.0	1.0	1.0	9.0	7.0	1st
Albacore	Albacore	8239	Brad Biskaborn	Karen Biskaborn		1.0	1.0	1.0	(3.0 DNC)	3.0 DNC	3.0 DNC	12.0	9.0	2nd
Open A	Y-Flyer	2687	Lawrene Lynch	Lynn Okanski	86.7	1.0	(5.0 DNF)	5.0 DNC	2.0	2.0	2.0	17.0	12.0	2nd
Open A	Hobie 14 T	45354	Mike Van Wiechen		83.1	3.0	3.0	3.0	(5.0 DNC)	5.0 DNC	5.0 DNC	24.0	19.0	4th
Open A	Laser Radial	85	Rick Goldt		96.7	(5.0 DNS)	1.0	1.0	1.0	1.0	1.0	10.0	5.0	1st
Open A	420	3242	Nathan Newport		97.6	2.0	2.0	2.0	3.0	3.0	(5.0 DNF)	17.0	12.0	3rd
Open B	CS-22	384	Mark Anderson		94.1	1.0	(3.0)	2.0	2.0	2.0	1.0	11.0	8.0	2nd
Open B	Tanzer 22	1305	Bob Magill		95.3	(5.0 DSQ)	1.0	1.0	1.0	1.0	2.0	11.0	6.0	1st
Open B	Sirius 22	9	Jeff Eames	Vera Eames	96.7	(5.0 DSQ)	2.0	3.0	5.0 DNC	5.0 DNC	5.0 DNC	25.0	20.0	3rd
Open B	Paceship19	157	John Vanderwerff	Stacey Vanderwerff	107.4	(5.0 DNF)	5.0 DNC	5.0 DNC	5.0 DNC	5.0 DNC	5.0 DNC	30.0	25.0	4th
Wayfarer	Wayfarer	108944	Leo Van Kampen	Joanne Van Kampen	91.6	(2.0)	1.0	1.0	1.0	1.0	2.0	8.0	6.0	1st
Wayfarer	Wayfarer	4600	Mike Codd	Kirk Iredale	91.6	1.0	(2.0)	2.0	2.0	2.0	1.0	10.0	8.0	2nd



Following are the winners in the Pumpkin regatta. The participation by outside sailors was lower this year because of the date changes with the lowering of reservoir levels in September.

Hopefully the 2019 race season will not have this problem!





## 2018 Fleet Captain Report – Rick Goldt

Taking on the Fleet Captain job in the winter of 2018 I could relate again back to a time a few years ago, 2007 – 2009, having taken on the same position. In the meantime, up to 2018 the club cast away its wooden floating docks and sailing school docks at the south ramp and replaced them with durable EZ Docks mostly through an endowment fund through past long-term member Josie Scarlett. This was a tremendous boost for the club, reducing maintenance efforts in the long run significantly.

Coming into 2018, I was concerned with the longer-term stability of many of our shore facilities particularly the 150 metre (500 ft.) long north dock and our walkways and dock access at the south ramp.

To start the season off we organized a survey requesting input on how members and guests use our club at the water level and general logistical and safety issues. Some input from dragon boat and sailing school groups was received as well. Almost 50 % of possible responses were received. The survey results plus overall concern led to a committee being set up to examine longer term options for our main shore facilities: north & south docks, launch ramps, and sailing school docks and access. Many future options for repair or likely replacements for the north dock were looked at as well as improvements to the south docks and sailing school dock access. As of writing my summary of committee evaluation of the options was still to be done.

Click on the news/events tab to see the survey and results on the club website [www.fyc.on.ca](http://www.fyc.on.ca)



Back to on- water activities- especially for preparation for spring opening- involved some winter work to substantially overhaul 3 of the rowing tenders before the spring. Great work by Jim Mackenzie and Bill Scott each on a tender over the last winter

helped us to completely refurbish 3 tenders for a couple of years ahead-- possibly requiring only paint touch-ups (mostly antifouling I hope) in spring of 2019. The boats however are getting a little old, having substantial fiberglass repairs to add to their weight. Our spare 4<sup>th</sup> tender also needs an overhaul in 2019. Thanks to Dave Thompson for supplying new holy bottom rails (lumber from cut up church pews).

As Suzanne and I were off to another retirement road trip in late April and May I hopefully got things set up by the first spring work party. Thanks to Nik who kept things going at the first work party on my behalf. Now who would have thought the fall would end up about the same as the spring. In April, before the first work party scheduled, Jim helped with installing the new wear pads and hinge pins on the concrete landings at the south docks in cold rainy winter. Keeping warm was a luxury, as if. That's why the first work party was postponed. Ditto again in November, after numerous bouts with high water and cold periods, Bob McGill helped with some excavator work shoring up the concrete capped gabion walkways over a few days.

Some deepening around the dock areas near shore was also improved. Some quotes for doing something more substantial were way out there so hence the fall-back work which was primarily to keep more stone from pulling out of the gabions. Jeff kept up our enthusiasm with coffee and hot chocolate. The fun as operators we had almost overcame the dulling cold. Gee, in hindsight we could have waited till mid December for this!



Early in the summer a great idea was put in place by Rob Perequin because of the low water to place the work / race barge beside the dock and fit it so some members boats could be better accessed at the lower water level. With increasing ages of our members, good flexible and safe access should be considered in everything we plan. Hopefully some of the options the committee looked at will help in the future for the two dragon boat clubs and one kayaking group associated with our club now.

For 2019, I look forward to some new directions for the club and its partners and to begin to put in place some new projects from some of the planning started.

Looking ahead, we've saved most of the dock carpet from 2018 as it was mostly high and dry all summer, but also because carpet appears to be harder to get with everyone preferring more planking in their homes now. If you have a carpet replacement coming up, we can certainly take some more used carpet from you in the spring. Let me know in March or before.

2018 FYC

## Start of a new sailing club

Remote control sailboats!

Rick and I in our travels last spring down the east coast of USA not only had a chance to see the inport race and first ocean leg out of Newport of the amazing Volvo ocean boats , but also had a chance to drop in at Intensity Sails Loft to purchase two Laser remot control sailboats. The start of a new fleet at FYC.



E know there aare two other boats out in the club and members who have had a chance to sail them

The complete kit and add on equipment are available through Intensity sails and there are some used boats listed on the fleet website. Here is their welcome...

<http://rclaser.org/>

### Welcome to Our Class

*The Remote Control (R/C) Laser Model is a scale version of the famous "one design" Laser, the most popular "real boat" sailing class in the world.*

*The R/C Laser, however, does not require a trailer, life jackets, or hours of set-up time before you can be on the water and sailing. The R/C Laser was designed to be up and sailing out of the box in under 7 minutes. All you need is 2 feet of water, a desire to sail, and some wind. Just snap in the keel, mast, and rudder assemblies...slip in the batteries...clip on the sails and you are ready to go. It is that simple.*

Send your club news and events information to RC Laser Class Secretary, Nick Mortgu at [info@rclaser.org](mailto:info@rclaser.org).

In fact, Ontario has a fleet in Collingwood and other remote-control sailboat clubs are about. The website has racing rules, equipment requirements...all you need to know.



## 2018 Tree Cutting and Pruning at FYC

This year a large amunt of tree pruning was needed as it has been left for a few year. On the right is an open area that cleared our hydro lines for the length of the wooded area of the club from south parking lot to the chalet and on. The second photo shows the open north ramp to the main dock after overhanging branches were removed.



There are still a few more trees to be removed along the shoreline cliffs that are close to falling. These will be done in 2019.

If anyone has a wood burning stove or fireplace at home, there is a lot of wood in the treed area – both driftwood and fallen wood – that can be removed. Some deadwood is good for the ecology but right now, there is a lot! It may be used in the club firepit located at the far end of the north parking lot on the top of the cliff. There are some picnic tables there.

## The UTRCA and Cannabis

The UTRCA are currently working on a policy for the use of cannabis products on their conservation areas. Once I am aware of the decision, I will pass it along.



## A look at our shoreline facilities in 2018

Our low water level was really a disappointment for the sailing season but a bonus for checking out the club facilities at water level. Rick Goldt is heading a Committee that is looking at where the club may go in the future with facilities. The main dock likely should be fully replaced but the expense is prohibitive.

Below...the main dock from the north end in the large photo. In the middle 4 photos - the edges of the south dock in the next 2 photos shows large cracks (people have noticed that the ramp is lower on the left when launching), the north launching ramp and main dock, and the sail school sidewalk of concrete on gabions is tilting as the gabions fail. In the bottom 4 photos - the sail school sidewalk again at the south end, a view of the large crack in the corroded north face of the main dock shows why the dock keeps sinking at the base of the main stairway down the cliff (3<sup>rd</sup> photo) and the Paddlers shoreline area.



## 2018 High Water

**MEDIA RELEASE:** November 1, 2018 – *The Upper Thames River Conservation Authority (UTRCA) has issued a Watershed Conditions Statement – Water Safety/Flood Outlook. Streams and rivers are elevated today after approximately 25 mm of rain fell across the Upper Thames River watershed yesterday, and another 20 to 30 mm of rain is forecast for today and tonight.*



This significant amount of rain that raised the reservoir and halted work on the base of Fanshawe dam. Not sure yet if that delay means a water lowering in the summer of 2019. Hope not...2 shortened sail seasons are way more than enough.

## An Historical Note!



A reminder that our lake is indeed a storm water reservoir. This is the south ramp in Spring 2011. You can imagine what the north ramp looked like! It also can help explain the amount of debris sitting in the club ground woods.



And February 2018.....



North Thames River near the Queen Street Bridge, St. Marys

### Thames River Flood – February 2018

During the week of February 19, 35-65 mm of rain fell across the upper Thames River watershed. The runoff, combined with 30-75 mm of water from melting snow, caused flows similar to significant floods in 2009, 2008, 1997, 1977, 1968, and 1947.

The North Thames River at St. Marys peaked at 777 cubic metres per second ( $\text{m}^3/\text{sec}$ ) (equivalent to 8 swimming pools passing every second) - the highest flow since records began here in 1938. It is estimated that, without Wildwood Dam regulating flows on Trout Creek, the maximum flow on the North Thames would have peaked at 830  $\text{m}^3/\text{sec}$ , which would have reached close to the top of the St. Marys floodwall and caused more damage elsewhere.

The event also resulted in the highest flow on Medway Creek in London since records there began in 1946, and one of the highest flows on the North Thames in Mitchell.



The discharge from Fanshawe reservoir was the largest since 1963.

Fanshawe and Wildwood Dams limited the maximum flow on the North Thames in London at Western University (downstream of Medway and Stoney Creeks) to 725  $\text{m}^3/\text{sec}$ . Without these two dams, it is estimated that the maximum flow would have exceeded 1100  $\text{m}^3/\text{sec}$ . The unregulated flow likely would have overtopped the lowest sections of the West London Dyke and also caused flooding in the Broughdale area.

Flows on the Thames River at Byron (west end of London) were the highest since Fanshawe Dam began operating in 1952, even though the UTRCA's three flood control dams reduced flows at Byron by nearly 30%. Without Fanshawe, Wildwood and Pittcock Dams, it is estimated that the maximum flow at Byron would

have exceeded 1400  $\text{m}^3/\text{sec}$  (instead of 1024  $\text{m}^3/\text{sec}$ ). This flow would have threatened areas behind the other dykes downstream of the Forks.

Without Pittcock Dam, it is estimated that the maximum flow on the South Branch of the Thames River in Ingersoll would have peaked at 146  $\text{m}^3/\text{sec}$  (instead of 78  $\text{m}^3/\text{sec}$ ), which may have resulted in flooding without the Ingersoll Channel.

Near-record floods and damages were experienced in the following days in Thamesville and Chatham, as the flood peak moved downstream. While the benefits from the UTRCA dams were much less obvious further downstream, their operations still had a positive impact downstream of London.

The February 2018 flood had the potential to cause significant damages. With the collaboration of UTRCA and municipalities, the upper Thames River watershed experienced little in the way of damages despite the severity of the flood. Key factors include:

- Flood control structures (dams, dykes and channels) performed very well;
- Communications with local municipalities were effective and allowed for appropriate and immediate local responses (public warnings, road closures); and
- Past land use planning efforts by municipalities and the UTRCA kept development out of harm's way, greatly reducing the risk to life and property.



Flooded business, Windermere Road at Adelaide Street, London

This flood provides valuable lessons and reinforces priorities:

- Continual maintenance of flood control structures is required;
- Updated flood modelling is an essential, continuous process that will ensure early and accurate flood warnings as both watershed conditions (development) and weather patterns change;
- Investment in new monitoring technology is needed to ensure the accuracy and reliability of future flood predictions; and
- Municipal and Conservation Authority flood response staff training should be continued to improve communications, coordination, response times and, ultimately, provide greater protection for residents.

Go to [www.thamesriver.on.ca/wp-content/uploads/FloodStructures/2018Feb-Flood-Review.pdf](http://www.thamesriver.on.ca/wp-content/uploads/FloodStructures/2018Feb-Flood-Review.pdf) for an event summary.

Contact: Chris Tacker, Manager, Water & Information Management



Once again, many thanks to our FYC Treasurer, John Kabel, for his hours of rearranging numbers and items to provide us with a well organized and understandable budget. For those who might not know, John is one of our double duty members as Club Treasurer and Racing Committee Chair!

We have generally remained within our projected 2018 budget and now have a view forward to the 2019 year. The club side of the budget has only a few items remaining to enter for the last month and a half of the year. No surprises expected. The sailing school side of the budget was not fully settled but will be for the AGM.

We have been steady in our finances for the past several years even with a slight decline in membership and a number of upgrades on club facilities. As always, 15% of the income goes into our capital savings. John did provide us with a clear section of costs that will be there regardless of membership numbers including our lease, insurance, utilities and other fixed operational expenses.

Two members receive stipends for their service to the club, our Club Steward and the Sailing School Manager – both positions requiring a larger number of hours present on the grounds.

On the club side, the Ontario Summer Games brought \$2000 into the club. For the games, a number of expenses were incurred such as new racing marks, new radios, etc. which will remain with the club. Tree cutting and pruning along with some stabilizing of the dock and gabion supported concrete shoreline walkways at the south ramp has been done. More work on will be needed next year.

The sailing school enrolment was slightly lower but the Wet Feet Optimist sailing classes have been very successfully received. The need in the Wet Feet program is to provide a full day program. Parents are finding that a half day is not easy to manage. Rick Goldt was looking into possibilities of a half day program in conjunction with other programs that may run in the Conservation Area.

Federal and Provincial grants used in hiring the Sail School instructors helped to offset staffing costs. Especially with the increase in the minimum wage and the WSIB payments this past year.

The highest expense for the sailing School in 2018 was the purchase of a fleet of Optimist Sailboats and dollies. At the south end of the club, an update was made to

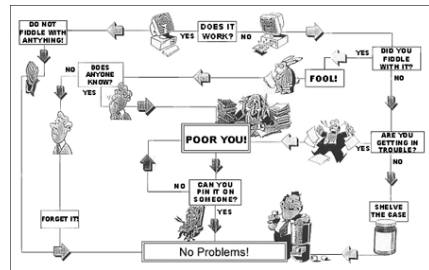
the “throne, portalo, johnny-on-the-spot, porta-potty” or whatever you may call it. It is now wheelchair accessible.



**New in 2019, UTRCA boat/auto passes will not be provided through the club.** Members can arrange to get the passes at the main gate. More information will be available in the spring.

**2019 Membership renewal** will be online once again but with a number of the “bugs” worked out of the system. Use of the checkclick program made a huge decrease in the number of man hours needed to enter data, trips to the bank and to create lists for various needs in the club. It also ensured a more accurate management of finances with immediate organization of monies collected.

A fee of 3-5% is charged for using the Checkclick software and credit card processing. By not including the UTRCA passes, we will not be required to pay the fee on the moneys collected. Also, with less volunteer help, we reduce the workload on our fantastic membership Chair/ Club Steward, the amazing Bob Magill. Another double duty member.



2019 membership renewals online will be available mid January.

Welcoming a new corporate member to FYC this summer



Abilities in motion joined us at FYC this summer. The original program was in Earle Rowe Park in Allston which has expanded to join us as the second location.

As an introduction for you to this group, the following is their mission statement

#### Our Mission

Adapted kayaking was started fifteen years ago after a quadriplegic was posed the question, “Can you kayak?” The affirmative answer to that question was the impetus to establish Paddles and Boots. Starting with three boats, sea kayak sponsors and boat fenders many people were introduced to the paddling world. To benefit all our paddlers, outriggers were purchased.

In 2010, *Paddles and Boots* became a non-profit and is known today as **Abilities in Motion**.

**Abilities in Motion** (AIM) is now in its sixth year of creating life-changing opportunities for people of all ages, abilities or special needs. Our adapted paddling programs provide full integration, equipment and teaching style that best meet the paddler’s needs.

Kayaking and canoeing are versatile outdoor recreational activities that encourage physical fitness, nature exploration, and adventure. Participants also enjoy the fresh air and water, and sunshine.

Paddling provides unique opportunities for EVERYONE ~ people of all abilities! We want to help anyone to overcome personal challenges, master new skills, experience the outdoors, or just to enjoy physical activity with fellow paddlers. With water being the ultimate equalizer, canoeing and kayaking are activities that emphasize ability. In addition to the athletic skills and recreational experiences, our programs also help cultivate social skills that help people of all ages improve their relationships with family, peers, and their community.

We encourage our participants to leave their wheelchair on the shore as they launch into the sport of kayaking and canoeing. Whether disabilities are physical, cognitive, social or emotional, Abilities in Motion provides introductory experiences, training days and skill development opportunities through events and regularly scheduled paddle days.

AIM has dedicated itself to improving the physical and social well-being of people of all abilities through paddling; by improving the health and fitness by challenging one’s physical abilities and endurance; and Improving the quality of life of by providing opportunities for all to actively participate in paddling.

AIM enhances the quality of life of people with disabilities through exceptional outdoor adventure activities that include building social connections, motivation, and self-esteem. By focusing on abilities, not disabilities, our programs enable everyone to experience success both physically and emotionally.

AIM gives people of all abilities the opportunity to discover the challenge, freedom, and renewal found in paddling. Our programs also help build social skills that help people of all ages improve their relationships with family, peers, and their community. It is our mandate to improve the physical, mental, social, and emotional well-being for people with physical or developmental disabilities through our programs.

We encourage people of all ages and abilities to come kayaking with us. By adapting the environment, equipment or teaching method, we are able to accommodate most people into our programs. Our programs are available to families and friends.

At Abilities in Motion, it is our mission to...

- provide canoeing and kayaking experiences for everyone of all ages and abilities
- provide opportunities to improve the quality of life for individuals by providing recreation and physical activity
- increase awareness of the public to the issues faced by people with disabilities
- facilitate a supportive environment that enriches quality of life and encourages personal development, education, and leadership
- educate communities and raise awareness about individuals with disabilities and the opportunities that exist in the area of adaptive sports and recreation



- promote character development, productive lives, healthy lifestyles and self-sufficiency.

We endeavor to fulfill our mission statement with honesty, integrity and accountability, with which the professionalism and compassion of staff, instructors and volunteers empower our paddlers of all abilities.

### Benefits

The benefits of kayaking for physically or developmentally disabled people are the same as for everyone else – the opportunity to enjoy fresh air, exercise, relaxation, appreciation of the flora, fauna, and the music of the paddle.

The physical benefits include overall health improvement; physical strength and muscle tone; aerobic endurance; motor control and co-ordination; flexibility; core stability and balance; retraining damaged muscles and learning new skills.

Now practically anyone can experience empowerment and engage in rehabilitation, promoting health and well-being to individuals with all abilities.

### Safety

With an emphasis on safety, instructors are qualified with The Ontario Canoe and Kayaking Association and Paddle Canada. The ratio of paddlers to instructor is kept low, sometimes 1:1 if necessary.

Safety considerations are paramount in all that we do. Other considerations include proper clothing, approved personal flotation devices (life jackets), sun protection, ease of exit from the cockpit, and always paddling with a partner.

### Membership categories

**\$300 for an organizational membership.** Your memberships offer opportunities to paddle for \$15 per paddling session. (Please note that the \$15 paddling sessions are not included in the certification classes).

**individual membership** fee of \$35. Your membership gives you the opportunity to paddle for \$15 per paddling session. (Please note that the \$15 paddling sessions are not included in the certification classes).

**associate membership.** While you will not have paddling privileges you will have the satisfaction of knowing you are supporting us. Your support helps us to provide paddling experiences for everyone.

\$35 per year



## Safety Gear when cold water sailing

**ED NOTE:** The following article talks about offshore sailing but this really makes sense even when sailing dinghies on a reservoir. We all need to be prepared for the sudden dump into cold water in the spring. Rick and I always wore neoprene suits but the suggestion here is that that may not be the better choice.



### Drysuit vs. Survival Suit when offshore

by Darrell Nicholson, Practical Sailor

Foul weather gear remains the primary means that sailors rely on to stay dry and warm, but our field testers are becoming more and more impressed by the advantages of dry suits—those stretchy, sealed, often breathable suits worn by surfers, kite boarders, and that twisted breed of winter sailors known as frostbiters.

One of the key advantages that a dry suit has over foul-weather gear, is that in extreme conditions that you find in the higher latitudes—especially fall through spring—a drysuit will stave off hypothermia, increasing your odds for survival in case you or your boat go over.

The potential benefits of a drysuit were highlighted in the recent **Cheeki Rafiki** tragedy, in which all four crew members aboard a Beneteau First were lost at sea when the boat lost its keel and capsized. Post-accident reports suggested that one or more of the crew might have survived long enough for a rescue if they had better protection from the cold.

Although an EPIRB or personal locator beacon (PLB) can direct rescuers to persons in the water, even in horrific weather, such efforts are in vain if the victims can't maintain a safe body temperature.

For decades, cold-water sailors and fisherman have kept survival suits on board, but these relatively bulky neoprene suits, **which we tested in 2007**, make it difficult to carry out the basic actions required to operate a boat, so they are seldom donned, except in dire circumstances. And those sailors who have enough time to don a survival suit suddenly find their mobility sharply reduced, both on the boat and in the water—as was the case with the **survivors of the Bounty**.

The problem with survival suits is that there's no telling when the big wave or brutal wind gust will hit, and there might not be time to don a survival suit. Some survival suits have sewn-in gloves that make it almost impossible to turn on the radio or deploy a personal locator beacon. That's why wearing a comfortable, breathable drysuit makes sense.

It leaves you much more ready to manage the boat in heavy weather. And should the unexpected happen, your odds of survival in the water are better than they would be in foul weather gear. The nice thing is that if the situation calls for a survival suit, you can still don a survival suit while wearing your drysuit.

<http://email.sailingscuttlebutt.com/t/ViewEmailArchive/j/62E62855E4C471442540EF23F30FEDED/C67FD2F38AC4859C/>



ED NOTE: If you have an urge to tell a tale for our sailors – contributions can be sent to Suzanne Goldt, SB Editor [oldgoldt@gmail.com](mailto:oldgoldt@gmail.com)

The story- poem may be true or fanciful, cautionary tale or fun, racing cruising, boat repair, adventure.... whatever you choose. Responses to stories submitted will be happily received too.

Here is our first offering by Bob Magill



### A Fanshawe Misadventure

Mostly by Bob Magill

Come gather round beside me boys and listen to me song  
It's got a thousand verses but I won't detain you long  
Concerning me adventures as I sailed the raging foam  
Out on the Sea of Fanshawe, a thousand feet from home

Now I never would mislead you boys nor would I tell you lies  
But sailin' on Lake Fanshawe is not for sissy boys  
When the cold winds howlin' from the east and the waves are getting high  
Wiser men would stay ashore, but not the Fanshawe guys

And so it was a Wednesday, the hour it was three  
The winds were light, about eight knots, a-blowing from the east  
The weatherman on channel ten had on his happy face  
So we all cast off into the fray for our weekly sailing race

Now Mr. B had set the course, on Fanshawe he's no beginner  
We'd round number three, then up to five and finish in time for dinner  
The buzzer buzzed and off we charged, all fighting for position  
Through A and B to number three like we were on a mission

We soon were on a lovely reach in a northerly direction  
Side by side past the Burgess dock, a magnificent sailboat collection  
With gleams in our eyes and bones in our teeth, we fought with all our might  
'Till number six was far astern and five would soon be in sight

But then, a sudden fog rolled in, a fog so thick and profound  
I couldn't see the front of my boat let alone where it was bound  
Into that gloomy grey we forged, the air as thick as glue  
All sure that good old number five would soon come into view

Well dinner time it came and went, and still we struggled on  
Quitting a Fanshawe Yacht Club race is a thing that's never done  
For doggedness, the Fanshawe men are very highly rated  
But the mystery of number five, continued unabated

Now I'd like to say that on this day, when that glorious race was done  
That we crossed the line all side by side and that all of us had won  
But I'll hang my head and tell the truth with all the shame it carries  
We all ran aground in a nice little town a bit further north called St. Marys

### 2018 Annual Banquet – a great evening



Once again, the dragon boat clubs joined us for our final event of 2018 to round up the FYC season. We had a wonderful meal at the Forrest City Golf Club whose excellent staff have cared for us well over a number of years now. (check out the great desserts in the photo!) Thank you to Bonita Magill and her team for organizing a lovely evening. The Sail School and Club, Rowbust and LDBC all spoke about their past year at the club. Later, a steel band played for our enjoyment. We had just over 100 sailors, paddlers and family attend.





## London Power and Sail Squadron Courses for 2019

**Location: John Paul II Catholic High School**

Course	Start Date	End Date
Maritime Radio	January 10, 2019	January 31, 2019
Sailing	February 21, 2019	March 28, 2019
Boating 1 – Boating Basics – PCOC	March 28, 2019	April 16, 2019

**Location: Catholic Central High School**

Course	Start Date	End Date
Marine Radio	TBD	TBD
Boat and Engine Maintenance	January 8, 2019	April 9, 2019
Boating 2 – Beyond Boating Basics	January 8, 2019	February 12, 2019
Introduction to Weather for Recreational Boaters	January 8, 2019	February 26, 2019
Boating 3 – Introduction to Marine Navigation	March 19, 2019	April 23, 2019
Maritime Radio	March 26, 2019	April 16, 2019
Radar for Boaters	March 26, 2019	April 16, 2019
Boating 1 – Boating Basics – PCOC	April 23, 2019	May 14, 2019



## Toronto International Boat Show January 18–27, 2019

Enercare Centre, Exhibition Place

[www.torontoboatshow.com](http://www.torontoboatshow.com)

**P** New in 2019, the first ever Women's Day.  
**C** You must register for it online

**C** There is a discount to order your tickets for the show online!

**C**



## DETROIT BOAT SHOW February 16–24, 2019 Cobo Center

### 2019 Nature in the City talks

*A free six-part series of illustrated talks about nature in and around the City of London.*

- January 15 – Ducks in London (Raeanne Muir)
- January 22 – The Thames River: Its Present and Future (Ian Wilcox)
- January 20 – Groundhog Day: The History, Culture, and Biology of Hibernation (Alan MacEachern and Jim Staples)
- February 5 – Celestial Events and the Night Skies over London (Ryan Fraser)
- February 12 – London's Urban Forest (Sara Rowland)
- February 19 – Woodland Restoration from the Ground Up (Roseann McKay)

7:00 to 8:30 pm in the Central Library's Wolf Performance Hall, 251 Dundas Street. Please note that seating is limited. People are seated on a first come, first served basis. Arrive early for good seating. Free admission plus, up to two hours free validated parking at Citi Plaza during library hours. Families are welcome! Co-sponsored by [Nature London](#) and the [London Public Library](#)