



AUGUST/SEPTEMBER 2019

EDITOR: SUZANNE GOLDT

VOLUME 19 ISSUE 4



2019 Wednesday night racing Photo by R. Goldt

Look for us

www.fyc.on.ca

Newsletter submissions

Editor: oldgoldt@gmail.com

2019 FYC Events schedule

Meetings, work parties
Social events
racing

August - 2019

Fri	August 2	Potluck Bonfire 5:30 - 9 PM
Tue	August 6	Board of Directors Meeting 7 - 9 PM
Wed	August 7	Informal Sailboat Racing 6:15 - 8:30 PM
Wed	August 14	Informal Sailboat Racing 6:15 - 8:30 PM
Wed	August 21	Informal Sailboat Racing 6:15 - 8:30 PM
Sat	August 24	Club Championship 9 AM - 4 PM
		Annual Corn Roast 5 - 8:30 PM
Sun	August 25	Club Championship 9 AM - 4 PM
Wed	August 28	Informal Sailboat Racing 6:15 - 8:30 PM

September - 2019

Tue	September 3	Board of Directors Meeting 7 - 9 PM
Wed	September 4	Informal Sailboat Racing 6:15 - 8:30 PM
Fri	September 6	Potluck Bonfire 5:30 - 9 PM
Sat	September 7	Plywood Classic Regatta 10 AM - 4 PM
Wed	September 11	Informal Sailboat Racing 6 - 8:30 PM
Fri	September 13-15	London Air Show
Wed	September 18	Informal Sailboat Racing 6 - 8:30 PM
Tue	September 24	General Meeting 7 - 9 PM
Wed	September 25	Informal Sailboat Racing 6 - 8:30 PM

AIRSHOW
LONDON
SEPTEMBER 13-15, 2019

October - 2019

Tue	October 1	Board of Directors Meeting 7 - 9 PM
Wed	October 2	Informal Sailboat Racing 6 - 8:30 PM
Fri	October 4	Potluck Bonfire 5:30 - 9 PM
Sat	October 5	Pumpkin Regatta 9 AM - 4 PM
Sun	October 6	Pumpkin Regatta 9 AM - 4 PM
Wed	October 9	Informal Sailboat Racing 6 - 8:30 PM
Sat	October 12	Work Party: Fall #1 9 AM - 4 PM
Sat	October 19	Work Party: Fall #2 9 AM - 4 PM

November - 2019

Sat	November 2	62nd Annual Banquet 5 - 10:30 PM
Tue	November 5	Board of Directors Meeting 7 - 9 PM
Tue	November 26	General Meeting 7 - 9 PM

December - 2019

Tue	December 3	Board of Directors Meeting 7 - 9 PM
Thu	December 19	Annual Budget Meeting 7 - 9

2019 FYC Meetings – upcoming GMs

Board of Director Meetings occur on the first Tuesday of each month. If you would like to add an item to the agenda, please contact Bonita Magill, Commodore, prior to that meeting to have it added.



General Meetings Will change somewhat this year as some of our Board Members will be traveling in the winter months. All FYC members are most welcome to attend these meetings. This is your opportunity to be involved in the management of the club, events offered and to share any ideas you may have to improve our sailing/ paddling experiences.

2019 scheduled meetings are:

General meeting:	September 24	7-9 PM	FYC clubhouse
General Meeting:	November 26	7-9 PM	location TBA
Annual Budget Meeting:	December 19	7-9 PM	location TBA

Fanshawe Fun! 2019 Events & Activities



Following are events you can attend in the Fanshawe CA.

Follow us on **Facebook**
Twitter @FanshaweCA
Instagram @fanshaweconservationarea

August – 2019

August 17- [Wild Ontario 4PM](#)

Wild Ontario is based at the University of Guelph in the Department of Animal Biosciences and has its roots in the U of G Wild Bird Clinic Education Program, established in 1990.

We work with only native (to Ontario), non-releasable birds. These birds have suffered a negative encounter with humans, and can not be released into the wild. Wild Ontario gives these birds a new purpose, using them for public education and awareness. o



August 31 – Fanshawe Fun Day

August 31 – Fanshawe Corn Roast

September- 2019

September 13-15 – [London Air Show Weekend](#)



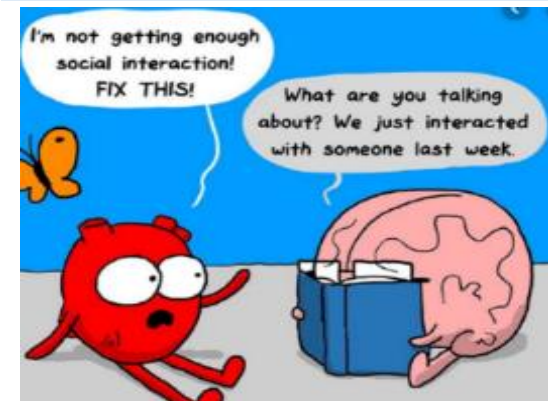
October- 2019

October 20 - Fanshawe CA, [Wildwood CA](#), [Pittock CA](#) close for the season

Summertime Parks Programs

This summer, Community Education staff are again offering experiential educational programs at Fanshawe, Pittock and Wildwood Conservation Areas. The programs are family-friendly and open to the public. Events such as Night Hikes, Learn to Canoe, and Guided Canoe Paddles have proven to be very popular and filled up weeks in advance! Offering these summer programs at the parks is an ongoing initiative as part of the UTRCA's goal to reach 1 million people each year with conservation messaging.

Contact: Karlee Flear, Community Education Supervisor



Social Events:

Sailors must have fun!

We do have our sailing but here is your chance to meet those sailors in the other boats out there.

FYC has a number of social events...all with meals, good company and good times involved! All in the natural cottage like environment of our club.

Escape the city and mark these events on your calendar.....come and relax.

FYC Potluck dinners and campfire!

Arrive around 5:30, dinner at about 6:30

There have been three potluck dinners so far. We were able to go to two and had a very good time. In June, we had a demonstration by a paramedic of the proper use of the club's defibrillator and an EpiPen. Very entertaining and really informative. Thank you to Brenda Pentland for arranging this for us.



Club members played ukulele and guitar at the campfire. The potluck food was excellent – so many options!

We missed July which I heard was a tad rainy but folks moved indoors for music and song.

In August, we had another amazing meal.... loved the lemon cake....and had a presentation by Yvonne Treisman about the Canadian-Guyana Outreach Mission based in London.

cangomission.org

Last year, 29 health professionals including rehab, surgeons, nurses, doctors went to assess and help people who had health issues in Guyana



Ms. Yvonne Treisman President

Yvonne is a born Guyanese who immigrated to Canada in 1985. She attended nursing as a post-graduate degree and worked in psychology. She also worked as a nurse and worked in a hospital for 15 years in the medical field. She is the founder and President of Canadian Guyana Outreach Mission (CANGOM).



Their Mission Statement: *We are a non-profit organization dedicated to promoting health care in developing countries by providing confidential, compassionate and supportive medical services to the general population of Guyana.*

Sitting amidst citronella bushes (take that mosquitoes!), we had a lovely campfire with songs, stories.

Here is your invitation to upcoming potluck with campfires

Friday, September 6 and Friday, October 4

What to bring?

- family favourite food item to share
- your own cutlery (paper plates provided)
- bag to bring home dirty dishes
- drinks (soft or hard)
- lawn chairs
- jacket

You're
Invited!

There will be an opportunity to become a star!



We will have a small amp and microphone for anyone wishing to contribute a song, poem or short story around the campfire. 5 minutes max.

So, let's all come out and have fun.

See you there

Bob McGill

Watch for a club email closer to the event.

2019 FYC Corn Roast – August 24 at 5 PM

Saturday August 24 from 5 PM to 8:30 PM

FYC Clubhouse (Doug Mackenzie Hall) ·



The corn roast begins after the racing on Saturday. Everyone is welcome to attend, including members, sailing school students, paddlers, regatta participants, and family and friends.

This is also the weekend of the Summer regatta so join in the sailing if you can. If you can't sail, come for the corn roast anyway!

The price for this buffet style dinner is \$10. per person.

You're
Invited!

On The menu:

Corn on the cob (boiled with water, 1 cup of milk and a stick of butter)	
Home made Chicken Lasagna	Vegetable Lasagna
Summer Vegetables, sautéed	Caesar Salad
Buttered buns	Cake for dessert.
BYOB	

(paper plates will be used and cutlery can be brought or you can use our cutlery stored in the chalet,)

Watch for an email closer to the event asking if you would like to come so we can estimate numbers!

2019 FYC Annual Banquet – Our Year end Celebration



Banquet Tickets are available

Date: November 2, 2019

Location: "Forest City National Golf Club,
1654 Robin Hill Rd. London,
Ontario.

Time: Reception 5-6 p.m. and
Dinner at 6:15 p.m.

Entertainment

Reception: Wayne McDonald –
guitarist

Quiz: Mark Anderson

Post Dinner: Ukulele Soup with audience participation

Price: Before October 31st price is \$30. and after that time, they are \$35. I would like payment up front, not at the reception. I will accept e-transfers if that is convenient. Call me if this is your preference 519-453-3577 Bonita Magill, Commodore FYC

You're
Invited!

Around the club

Our Deck: A few changes have happened around the club this season. Our deck at the clubhouse has been somewhat reconfigured so that those sitting (and me standing) can actually see the grounds while on the deck. Great change from my viewpoint!! The evening lighting and umbrellas provided by the Magill family are most welcome



Recycling: At the April 2019 FYC General Membership Meeting it was voted that the single use plastics and Styrofoam (examples given) would be banned from the grounds. As we see ourselves as stewards of the water and given that plastic debris is a significant environmental problem even on Fanshawe Lake, we are encouraging all members and guests to observe the ban being posted around the club and to use better alternatives. A poster



noting the ban and will be posted around the club as a reminder.

In addition, new mixed-use recycling boxes and a compost pail (contents to offsite) will be set up in the near future at selected locations.

Rick Goldt - Waste Committee

Park speed limits: Please watch the speed signs through the campground area. You do know you can be ticketed for speeding.... right?

Paperwork: Our FYC constitution, club rules and policy have not been visited formally since 2002 and 2009 respectively. There have been changes made and formally voted on since that time but updating the documents is necessary. The work has begun.....

Ontario Sailing Membership: Ontario Sailing perks for our club members

With your membership to FYC you also have a membership in Ontario Sailing. With this membership, there are some benefits offered such as reduced prices for purchases on marine products and services, hotels, attractions such as the ROM and the latest---a Petro points program for members and their families for gas discount.

- Go to Ontario Sailing.ca
- Under the membership tab, click on Member Services/Benefits
- Enter the password

Worth checking out! If you don't have the password, please get in touch with me.

Parking at the club: There are occasions when parking at the club is at a premium, for example, practice sessions for the June Dragon Boat Regatta. Please be sure that your trailers stored at the north parking area are in the proper location along the fence line not in the car park. When open sailing regattas are taking place, please be sure the center grassy section of the south parking area is free for use of guest sailors and their boats.

Mobility in Action Container: The Mobility in Action kayaking group currently have their container located by the south ramp across from this sailing school. For the 2020 season, this will move once again to be sure they are out of the flood plain and hopefully settled into a permanent location. This will possibly be along the fence line near the sail school building.



Scheduling use of the clubhouse: As always, if you are scheduling the clubhouse, please check the club calendar on our website www.fyc.on.ca to be sure the dates you are considering are free and check with the Commodore if this will be a new use of the facilities (not used before for the purpose).. Then contact Kevin Biskaborn for the template used to provide the necessary information for completing the booking.

These steps are necessary because we have greater demand for the scheduling now with more groups using the facilities. And a greater chance of conflicts.



If you are planning to enter any open regatta after July 1, 2019, you need to be aware of the information regarding Rowan's Law Legal Requirements. If you go to this link, you will find the following information along with links for other materials.

<https://ontariosailing.ca/news/rowans-law-your-legal-requirements/>

Rowan's Law & Your Legal Requirements

Certain aspects of Rowan's Law are coming into effect on Monday, July 1st, 2019. This is what it means for you as a club or regatta host:

1. Any participant who registers with your organization, or enters your regatta, after July 1st 2019 needs to do the following two things:
 1. Confirm they have read a Ministry Approved Concussion Awareness Resource.
 2. Confirm they have reviewed, and committed to, the Ontario Sailing Athlete Concussion Code of Conduct.
2. Participants that register/enter prior to July 1st can continue to participate in activities. They will need to confirm both items next time they register. As we move forward, all participants will need to confirm both items once in a 12-month period.
3. Coaches/Instructors need to also do both items below. They have until August 30th to complete those confirmations. Once again, moving forward, they will need to provide confirmation once every 12 months.
 1. Confirm they have read a Ministry Approved Concussion Awareness Resource.
 2. Confirm they have reviewed, and committed to, the Ontario Sailing Coach Concussion Code of Conduct.
4. If you have a team trainer, which is defined as below, they are also required to meet the same requirements as coaches ... "team trainer" means an individual who is assigned by a sport organization to respond to athlete injuries.

Below are the Ministry Approved Concussion Resources. There are three options based on age that we are sharing ...

Concussion Awareness Resources Ages 10 and under

Concussion Awareness Resources Ages 11 to 14

Concussion Awareness Resources Ages 15 and up

Below are updated Ontario Sailing Concussion Codes of Conduct. They have been adjusted to meet some new specifics of the legislation. **All member organizations are to use these Codes of Conducts as attached.**

Ontario Sailing Concussion Code of Conduct – Athletes

Ontario Sailing Concussion Code of Conduct – Coaches

These are also available at <https://ontariosailing.ca/concussion-information/>

FAQ'S

Q1: Can we do our own Codes of Conduct? Can we just change the Ontario Sailing ones to make them our own?

A1: The updated Codes of Conduct are based on templates provided by the Ministry. Ontario Sailing is strongly encouraging all Ontario Sailing member organizations use the exact Concussion Codes of Conduct we have presented. If you alter the Codes of Conduct you risk not being legally compliant. If all Member Organizations use the same Codes of Conduct, this will eliminate the need for coaches and athletes to have to sign multiple codes when participating at regattas hosted by other Member Organizations.

Q2: Can we continue to use the Concussion Resources Ontario Sailing provided in the winter or other Parachute or recognized Resources? OR The coach has completed training on concussions can that count as the Resource?

A2: The law very clearly states that the Concussion Awareness Resource has to be a Ministry Approved item. At this point the Ministry has only produced these e-booklets, however we understand a video and module are coming from them at some point over the summer. They have indicated they are not planning on approving any other resource, training or qualifications under this legislation. As more resources become available from the Ministry, or if their position changes, we will communicate that with all our member organizations.

Q3: Do we have to hold onto everyone's signed Code of Conduct?

A3: There is no rules within the law about how you collect that information. You do need to keep a record in some format that the participants and coaches have completed the requirements. We are suggesting a check box on your registration forms that has this statement: "I (and my parent/legal guardian if I am under 18) confirm that I have reviewed the provided Concussion Resources and I acknowledge and commit to the Ontario Sailing Concussion Code of Conduct."

Q4: We have St. John's or a registered nurse etc. at our regatta to provide first aid, are they considered a Team Trainer?

A4: Based on the definition within the regulations of the law, we believe that someone providing first aid at a regatta, or if it is their role at the club, would fit this definition. We have asked for further clarification however believe it does fall under their definition so suggest you comply with having your First Aid person confirm review of both items.

Q5: What about all the procedures around removing participants with suspected concussions and return to sport?

A5: At this time only parts of the law are coming into force, given the short time frame the Ministry has provided, we wanted to focus on the July 1st2019 implementation pieces. Updates about Removing and Return will be coming out in the fall. Those components of the law come into effect July 1st2020.

Q6: I am a 25-year-old adult do I need to do this?

A6: Legally, all participants under 26 years of age and all participants in a college or university program need to participate in all aspects of the Law. Certain aspects

(Removal & Return to Sport) will apply to all ages. Ontario Sailing, and other sports, have decided for overall safety, as well as ease of administration for our clubs, coaches, officials and other volunteers, to have our policies and procedures implemented for participants of all ages.

Other questions? Don't hesitate to contact Lisa Roddie, COAST Manager
(lisa@ontariosailing.ca)

Abilities in Motion



So, you may be aware of the new home for Abilities in Motion across from our sailing school building. This location was chosen because of the shade it offers as participants prepare to kayak. There is a need for a more permanent location because this happens to be in the flood plain. These are our newest paddling members using the FYC facilities since 2018



Oct 5, 2018



July 2019 Preparing to launch and kayaking



Launching the kayak in their Earl Rowe Centre.

If you are interested, Pauline Halstead is always looking for volunteers to help with their program – to assist kayakers in and out of their bots, or tandem kayaking. You can find her in the roster under Abilities in Motion.

Look super great and promote sailing!



Embroider your item for only \$12

Do you have a t-shirt, hoodie, ball-cap or another item that you would like to have embroidered?

This year, we're offering this service at cost price. So, all you have to do is attach an envelope with your name and enclose \$12 in cash and then hand to Nik Callender. I plan to do this service do this a couple of times a year.

Important note: Your garment has to be dark enough in colour so there's suitable contrast for the white stitching to show. No guarantees or refunds will be given.

Please have your item to be embroidered and the \$\$\$ to Nik Callender by the September 3 Board of Directors meeting.



Car Stickers Suggested donation of \$1 to help cover printing costs.
Available from Nik Callender

2019 June Bug Regatta Results June 15/ 16



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[NEWS & EVENTS](#)
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2019 June Bug Regatta: Racing Results

Jun 15 - 16, 2019
 12 Sailors
 Photos

LASER RADIAL
 4
 4
 9
 2

Place	Skipper	Sail No	Club	Points	R1	R2	R3	R4	R5	R6	R7	R8	R9
1	Rick Goldt	85	FYC	8	1	1	2	2	1	2	1	1	1
2	Colin King	/	BLSC	14	2	4	3	1	2	1	3	2	4
3	Jens Biskabom	20791	FYC	16	2	2	1	3	3	3	2	3	3
4	Claudio Martin	173203	FYC	25	4	3	4	4	4	4	4	4	2

OPEN A
 2
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 9
 2

Place	Skipper	Crew	Sail No	Class	Club	PN	Points	R1	R2	R3	R4	R5	R6	R7	R8	R9
1	Lawrence Lynch	Andy Lynch	2687	YFlyer	FYC	86.7	11	DNC3	DNC3	1	1	1	2	2	2	2
2	Andy Turnbull	Lucy Turnbull	4600	Wayfarer	FYC	91.6	13	DNC3	DNC3	DNC3	DNC3	DNC3	1	1	1	1

OPEN B
 3
 5
 5
 1

Place	Skipper	Crew	Sail No	Class	Club	PN	Points	R1	R2	R3	R4	R5
1	Bob Magill		1305	Tenzer 22	FYC	95.3	4	1	1	3	1	1
2	Jeff Eames	Vera Eames	9	Sirus 22	FYC	96.7	7	2	2	1	2	2
3	Mark Anderson	Max Lucas	384	CS 22	FYC	94.1	11	3	3	2	3	3

Our very capable Race Committee with John Kabel at the committee helm.



Our highly focused racers



And the battle is on!!



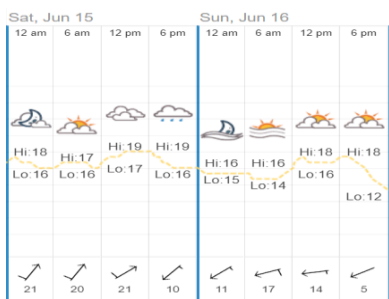
Hmmmm...starboard???

Oops!



Nine boats competed in three classes. This year we really missed the Wyfarers and Y-Flyers from out of town but with two seasons of low lake levels for dam repair, it isn't surprising that numbers were down this season.

Many thanks to Jackalyn and her crew for organizing the regatta (lunch, registrations, awards) and John Kabel and his crew on the race committee for a great regatta.



A look at the weather conditions for regatta shows plenty of wind allowing for 9 short races permitting 2 toss outs for scoring.

8 Tips for the First Time Sailboat Racer



Once you get through the ASA 101 course and are beginning to experience sailing in a more second nature sort of way, you may want to challenge yourself to a sailboat race. Racing is a great way to accelerate the learning curve. It mandates all of the lessons into a short amount of time, with the power of consequence as a motivating factor. On a normal round the buoy race sailors are forced to make sail changes, tack, assess the conditions and maximize performance every step of the way. Some don't care for the pressure it can bring about, but a few sailboat races are great for learning the ropes quickly. Here are eight tips for the first-time sailboat racer that will make the challenge a bit more manageable and a little less daunting:

1. Choose the right race

Ask around and pick a race that's not ultra competitive. There are always races that are more mellow than others. Choose one that is centered around fun, maybe a benefit regatta or a barbecue race. Allow some time to get ready and view it as a learning goal.

2. Ask a racer along for the ride

Find an experienced racing friend to crew and be your safety net. Nothing will take the edge off more than having a patient pal along with you to whisper in your ear as you make your way around the course. Lean on him or her as you need, but try to manage as if they were actually just crew.

3. Enter non-spin class.

Even if your boat has a nice spinnaker and you've used it a bunch of times, do the first race without that complication. Depending on what kind of boat you're sailing you might not have a choice, but if you do, go spinnaker-less for the first couple of times out to get the rules figured out.

4. Learn the fundamental rules

Sailboat racing is fortunately one of those sports where you don't have to learn every rule in order to participate, but you do have to know the basics. Check out Peter Isler's *Sailing for Dummies* or *Getting Started in Sailboat Racing* to get up to speed on the absolute must-know rules. Once you have those pretty clear you can get out there and get some on-the-job-training without hurting anyone or spoiling anyone else's day.

5. Read the NORs

Make sure you grab the Notice of Race on the website of the hosting club and read it thoroughly. This precious document will tell you lots of important information for game day. It will discuss the course(s), order of starts, communication channel and lots more. Looking at them prior to the race and having a solid understanding of what's going on is extremely important. Go to the skipper's meeting.

6. Go to the skipper's meeting

7. Lots of experienced racers might skip the skipper's meeting for races they've done before, but as a newbie, definitely schedule that into the plan. There you can solidify your understanding of the NORs and ask any questions you might have.

Blow the start

If you've done everything according to plan up until this point you may feel like you could actually win this thing! That may be so, but don't push too hard at the start. This is the one place that gets reliably intense – boats are very close to each other and a firm understanding of the rules is on full display. In time you'll find this is one of the most exciting parts of racing, but in the beginning, watch and learn.

8. Follow the leader

Once you're off the start line and there isn't any fiberglass dangling from your boat, just watch what others are doing and emulate. If you like racing, there will be plenty of time for waxing the fleet, but today just be a copycat. Watch what better sailors do and attempt to understand why they are making these choices. There is arguably no better way to learn than immersion and imitation.

After the last race, the most important lesson of all is revealed – that beer tastes better after a day of racing. It's a scientific fact – Einstein proved it, but it was never published... Enjoy! Pat Reynolds

2019 FYC Regattas yet to come! – *The thrill of the race!*

The Summer Regatta August 24th and 25th



Time: 9 AM to 4, August 24th and 25th
Location: Fanshawe Yacht Club
Guests Welcome --Entry eligibility requirements apply.

The Club Championship is Fanshawe Yacht Club's summer regatta. All sailors are welcome! Sailing School students in particular are encouraged to participate, as well as members, guests, and visitors.

Regatta information is available at www.fyc.on.ca

- Sailing Instructions -Water-Based Regatta
- Sailing Instructions - Land-Based Regatta
- Registration Form
- Driving Directions & Fanshawe Lake -Map to our Location & Lake with Race Course Markers
- Eligibility

Race Starts

Our race committee always gives preference to water-based starts. If that is not possible, for instance due to inclement weather or a shortage of volunteers, land-based starts will be used. See the sailing instructions for more information.

First Race: 11 AM on Saturday, 9:30 AM on Sunday.

Last Race: no start sequence will begin after 3 PM on Sunday.

Lunches are included

Saturday Dinner: 2019 Annual Corn Roast, at 5 PM all members welcome whether they race or not.

Entry Fees

Single-Handed \$30	Double-Handed \$50	Junior Single \$25	Junior
Double \$40	Learn to Race \$15		

Event Organizer Please direct all inquiries about this event to:
John Kabel, Racing Committee Chair

The Annual Plywood Classic Regatta September 7



This one-day regatta is open to all wooden sailboats – many of which are homemade.

Date: Saturday **September 7**

Time: from 10 AM to 4 PM

Location: Fanshawe Yacht Club

Invitational: Open to **members** and guests only.

Registration and Skippers meeting at 10am, first Race 11am, last race will be before 4pm.

The Commodore's Cup Fun Regatta for all September 15



The Commodore's Cup Regatta is a one-day fun racing event for all sailors whether you are a racer or not! This year it takes on a new set of rules as follows:

PIRATES' POKER SAIL/PADDLE RULES

SUNDAY, SEPTEMBER 15, 2019

FANSHAWE YACHT CLUB COMMODORE'S CUP

MCKENZIE HALL 10 A.M.

RULES

- 1.1 The participation fee of \$5/ per person & goes into the Poker Pot. (If there are 5 people in a boat all 5 can play by each giving \$5 as an entrance fee.)
- 1.2 The Poker Sail/Paddle Pot is split, half going to the winner (the Poker Pot), and the remainder event costs
- 1.3 The best Poker hand wins the Poker Pot.
- 1.4 In the event of a tie, the Poker Pot is divided between the winners.
- 1.5 The cards shall be dealt in sealed envelopes.
- 1.6 The sealed envelopes shall be obtained at dealing stations.

1.7 Transportation between FYC main dock and dealing stations shall be via a registered Kayak, Sailboat, Dragon Boat (all participants on board may play the game if registered & badged)

1.8 The sealed envelopes are brought to the Poker Table at McKenzie Hall to be opened there and **only** there.

1.9 At that time each participant assembles their hand and discards extra cards.

1.10 Participants must use only their cards, no sharing cards.

1.11 A judge will determine the winner for both the poker hand and the best pirate costume

1.12 The judge's decision is final.

2 ENTRIES & ELIGIBILITY

2.1 Eligible participants must: o MUST Register by submitting your name and paying a \$5 participation fee o Each paid participant will be badged.

3,0 PARTICIPANTS MEETING 10 a.m. McKenzie Hall for Registration

3.1 A Participants Meeting will be held to explain the rules and to provide the location of the

"Dealing Stations" and Register for the Event

4 DEALING STATIONS

4.1 There will be four (4) Dealing Stations located about Fanshawe Lake

4.2 Each Dealing Station shall provide one sealed envelope to each registered/paid participant.

4.3 The sealed envelope contains 2 playing cards

4.4 You must visit at least 3 dealing stations to assemble a poker hand (if you visit 4 dealing station the chances are better for a higher scoring poker hand)

BONUS: THERE WILL BE A PRIZE FOR THE BEST PIRATES CONSTUME

(We will have hamburgers and chicken hot dog Bar-B-Q with Fruit and Cake for dessert)

FAMILY AND FRIENDS ARE INVITED

Sharon Biskaborn and Sue Goldt with their pirate friends



The Famous Pumpkin Regatta October 5 and 6



So now that we have our fall lake level back after 2 seasons of lowered water levels in September, we hope to return to the last regatta of the season being well attended by booth club member and sailing school students and all sailors outside the club who have attended in the past.

Date: October 5th and 6th

Time: 9 AM to 4 PM,

Location: Fanshawe Yacht Club

Entry: Entry eligibility requirements apply. This regatta is open to all sailors, including those who are not members of FYC.

The Pumpkin is Fanshawe Yacht Club's famous fall regatta! End the sailing season with some excellent racing on Fanshawe Lake! This is an open regatta - all sailors (including sailing school students) are welcome and encouraged to participate!

Regatta Documents available at www.fyc.on.ca

- Sailing Instructions Water-Based Regatta
- Sailing Instructions Land-Based Regatta
- Registration Form
- Driving Directions & Fanshawe Lake Map to our Location & Lake
 - with Race Course Markers
- Eligibility

Race Starts

Our race committee always gives preference to water-based starts. If that is not possible, for instance due to inclement weather or a shortage of volunteers, land-based starts will be used. See the sailing instructions for more information.

First Race: scheduled for Saturday at 11 AM.

Last Race: no start sequence will begin after 1:30 PM on Sunday.

Lunch will be available

Saturday Night Dinner: tickets must be purchased

Entry Fees

Single-Handed \$25	Double-Handed \$40	Junior Single \$20
Junior Double \$35	Learn to Race \$10	

Event Organizer: Please direct all inquiries about this event to:
John Kabel, Racing Committee Chair

We do need sailors to sign up to help with the regatta. Help is needed in the kitchen, for registration of sailors racing and for kitchen duties. Please contact Jacalyn Grabowski Rear Commodore if you can help. There will be an email going out to sign up for regatta duties. We do need your volunteer hours!



Informal Racing on Wednesdays Wednesdays at 2PM and 6:39PM



Heads up! The details of this event have not been finalized - read on!

Race Times: **Race 1:** Wednesday at 2 PM (this race is always on a Wednesday, does not change)

Race 2: Wednesdays from 6:15 PM to 8:30 PM (dependent on weather, may change to Thursday- see below)

Location: Fanshawe Yacht Club -

Entry: Invitational: Open to **members**, all **sailing school students** and guests.

Join us once a week for our informal sailboat races run from FYC's race hut. **All sailors of all skill levels are welcome and encouraged to participate.** This is a great way to practice for larger events or try racing in a friendly, relaxed and less competitive environment.

There are two start sequences per race. The first is for smaller boats (dinghies); the second is for larger boats (keelboats). Races use an automatic start system with stoplights and sound. The course is indicated on the race hut.

Delayed Confirmation of Informal Racing Days

FYC runs one informal race day per week, on either **Wednesday or Thursday**. The chosen day is confirmed on the preceding Monday following a review of the upcoming forecast. We do this to ensure participants enjoy the best wind and weather each week has to offer.

This event will be confirmed on the evening of **Monday August 12th**. If you want to be notified of the race day selected by club e-mail, please let Jens Biskaborn know and he will add you to the list.

Quickly find the details on racing each week – bookmark and use this shortcut link:

www.fyc.on.ca/go/informalracing

Helpful Racing Documents are available on our club website www.fyc.on.ca

- **Driving Directions & Fanshawe Lake** Map to our Location & Lake with Race Course Markers
- **Race Signals** Basic Guide
- **Racing Rules for Beginners**

Event Organizer

Please direct all inquiries about this event to: Jacalyn Grabowski Rear Commodore

Photos of Wednesday night racing 2019 by R. Goldt



Timmie's Run...the unfolding Hurst adventure

ED NOTE: This is the continuing saga of our FYC sailing friends who are on their sailing adventure. They left early May from their home port in Sarnia and sailed to the North Channel. These are blogs from their time in the north. Early this August, they began their sail through the Erie Canal and Hudson River system to the Caribbean Island

FRIDAY, JULY 12, 2019

Eagles, falcon, and water snakes oh my!

We met Brian's sister Christine and brother in law Marc at the town docks in Little Current. From there, we sailed to our favourite spot, the Benjamin's. The island is mostly covered with granite and the trees look like pictures out of Dr. Seuss' books. There used to be a sand beach but it is now under water as the lake is 4 feet and 4 inches over chart datum. We did a lot of swimming and cards and board games. Christine was the champion of "Walk the Plank". We also explored the Benjamin's by hiking the island as well as circling the island by dinghy. The views from the top of the island is spectacular.



We also took our dinghy out at night to catch the beautiful sun sets.



The next day we all headed to Bell Cove. Christine and I fished and had several bites but did not bring any on board.

Additional pictures to prove we had fun!



We sailed back to Little Current and joined Roy Eaton for his Cruiser's Net broadcast. Each morning at 9am he has a VHF program that allows cruisers to call in their boat locations and any questions they may have. He also provides local/world news stories as well as an update on weather at the beginning of his program. Here's a picture of Brian and I with Roy.



After the broadcast, Christ and Marc left. Brian's childhood friend, Rick arrived with his kids, mother, aunt and uncle. We took them to Rous Island for lunch on the boat. We shared many stories and laughs, but the visit was too short as they needed to go back to Sudbury. After taking them back to Little Current, Brian and I returned to Rous Island for the night. While Brian worked on caulking our toe rail and replacing the anchor wash pump, I did the laundry.



That anchorage was active with wild life. We saw a couple of eagles, a falcon, and 3 water snakes for which one tried to board our boat.



We left the next morning for Clapperton and stayed for a couple nights as it afforded great shelter from high winds and rain. I tried fishing and managed to catch a clump of mussels. The one mussel managed to eat the worm on my hook.



Morning of July 12th, we enjoyed a sail to Gore Bay. After lunch, we walked down town and enjoyed ice cream and beer

I'm not sure how it started but there is a red chair in our home port of Sarnia, and he/she who sits in it has to tell a story. Here in Gore Bay, they must have big stories and big white lies to tell.



Posted by [Timmies-run Sailing](#) at 3:27 PM 1 comment:
[Email This](#)[Blog This](#)[Share to Twitter](#)[Share to Facebook](#)[Share to Pinterest](#)

SATURDAY, JULY 27, 2019

Fox Harbour what a beauty!

We ended up staying in Gore Bay at anchor for 3 days and had beautiful weather. Brian and I enjoyed walking the town and the boardwalk. We had the best Dumplings and bread pudding at the Rocky Raccoon Cafe. On the evening we had fellow sailors over and shared stories. Our old boat Verity iii pulled in on the second day



From there we sailed to Turnbull Islands. After staying there, we have determined it is in our top 3 places to go. The anchorage is surrounded by small little islands and we enjoyed a secluded inlet all to ourselves. Our 46-foot sailboat with 70 feet of chain out just fit.



We left the Turnbull Islands and headed for Moiles and tried blueberry picking. It seems that the plants are behind by 2 weeks so not enough ripe fruit for pancakes. When leaving Moiles, we brought up a huge log with the anchor, but was able to quickly free it without any damages. We then headed for Eagle Island and spent 2 days sheltered from high winds. Our dinghy decided to take an adventure and wonder off so Brian jumped in and saved it.



After a short sail to Fox Harbour we celebrated our 24th anniversary at anchor. This place topped our list of number places to be and bumping the Benjamin's to 2nd. It is similar to the Benjamin's, but on a smaller scale with a bunch of small granite islands with a small wetland made by the beavers. this is another narrow anchorage so we set a stern anchor to stop our swing. It is here that I caught my very first yellow bass of approximately 16 inches with a month-old worm from Tobermory. We also met sailor Mike and his dog Chestnut from Pirate Shanty and had him over for pizza and rum for dinner. Matt and Julia from Sea Jay came over to introduce themselves. They are also leaving this August for the Bahamas and we are planning on meeting up with them at some point. On our anniversary day, Matt's mom came by with her kayak and delivered blueberry muffins and Mike invited us for homemade blueberry pie. I guess our 24th anniversary's theme was blueberry. Fox Harbour had a lot of blueberries and we picked up enough to make blueberry pancakes.



After a couple of days, we left Fox Harbour as we had head issues and we desperately needed a pump out to deal with them so we motored to Little Current and took up some free wall space for the day. Before sunset, we motored to West Rous again to shelter from high winds. The next morning, I decided to fix our fishing rod's line. I pretty let out all the line and reeled it back in. To my surprise, I caught my second yellow bass. We left the next morning to join the Cruiser's Net broadcast in Little Current and to pick up Brian's mom, sister, and nephew. They are joining us for a couple of days.

Interesting statistics, we have anchored out now for over 28 days and when we filled up in little current it only took 50 litres of fuel to top us up. We've spent more on emptying our holding tanks.

Posted by [Timmies-run Sailing](#) at 8:10 AM 1 comment:

[Email This](#)[BlogThis!](#)[Share to Twitter](#)[Share to Facebook](#)[Share to Pinterest](#)

Sailing history soaked in booze for good, healthy reasons



2008 September By [BILL SCHANEN](#) <http://sailingmagazine.net>

A sailor's ration of alcohol was originally beer with a daily ration of one gallon (i.e. eight pints). ... The half pint of spirits was originally issued neat; it is said that sailors would "prove" its strength by checking that gunpowder doused with rum would still burn (thus verifying that rum was at least 57% ABV).

Rum is synonymous with the Royal Navy. Sailors were given a daily tot of rum from 1655 until the ration was abolished, as recently as 1970. Originally it was given to sailors neat when the beer ran out (water was not safe to drink as it became rancid very quickly at sea and it was often taken from polluted rivers, such as the Thames). In 1740, Admiral Edward Vernon introduced a mixture of one-part rum to four parts water, flavoured with lemon juice and brown sugar. The lemon would have provided some much-needed vitamin C to stave off scurvy. He was known as Old Grog because of the cloak he wore – made of the waterproof fabric grogram, hence this proto-mojito creation was known as grog.

Grog was designed to combat drunkenness, but many sailors simply saved up their tots and went on a spree. One sailor, George King of the Melpomene, wrote of one binge of 1809: "The morning following I was completely stupid with the grog." We still use the word "groggy" to mean a state of befuddlement.

The word rum is a contraction of "rumbullion", meaning a fight or a disturbance. Another word for it was "kill-devil." Rum is the by-product of sugar-cane plantations, which were worked by slave labour, so its evil reputation is thoroughly appropriate. Early rums would have been rough, but from the 18th century they became more refined.

Braces are lines used to trim the angle of the yards of square sails, but "splice the main brace" is not an order to perform an act of marlinespike seamanship, but rather a call to have an alcoholic drink.

English Navy ships may have had hearts of oak, but it could have been the rum in the veins of their sailors that kept them dominant on the seas for so long.

Life was hell on those ships, and that was when they weren't fighting. When the cannons were firing and the cannonballs, grapeshot, chain, broken spars and splinters were flying, it was worse than hell. The daily ration of rum or its somewhat watered-down variant grog probably didn't make that enjoyable, but it helps explain the low incidence of mutiny on his or her majesty's ships.

It might also have supplied some of the courage needed to board an enemy ship or crawl to the end of a yardarm in a sleeting Cape Horn gale. It even eased everyday chores. Splicing the main brace-a 5-inch thick line on some ships- was such an onerous job that the crew often got an extra ration of rum after completing it, which explains the term's alternate definition.

That sinking feeling a.k.a. no buoyancy, no self-rescue

5 July 2019 By Al Schonborn,

Up until recently, I was proclaiming far and wide the following fool-proof approach to self-rescue after a capsized:

1. right boat using the scoop method (one crew member on centreboard, one inside hull as seen in photo)



Here, Uncle Al and Shannon have just capsized because the mainsheet caught on Al's (unwanted!!!) life jacket. At this point, life could have been made simpler if Al had immediately dropped off the boat into tread-water, not-touching-the-boat mode to keep the boat from turning turtle (mast down) while Shannon moved over to stand on the board. Instead, Al panicked and kept clutching the boat until he was forced to let go of the boat anyway once our "Greenlander" (as the Danes call a complete inversion) became complete. More of this tale below.

2. as soon as the mast is back to vertical, the in-boat crew brings the centreboard up completely. Right after that, (s)he makes sure that main and/or foresail are free to luff, and lowers the spinnaker if necessary.

3. If the centreboard person is young and/or nimble, (s)he usually flops into the boat as the mast nears vertical. For older/weaker crews, boat re-entry may have to happen after the mast is vertical. In that case, the crew hanging onto the outside of the boat near the centre thwart will need help from the inboard person. With the boat now dead in the water and sideways to the wind, Inboard can easily and quite safely heel the boat until the gunwale where Outboard's hanging on, is level with the water. This permits Outboard to grab a hiking strap or what have you and pull him- or herself back aboard ([photo](#)).



4. Bailing can now begin in peace and quiet since the boat is totally stable when there is no motion through the water, no board down and no sails pulling ...



Dave McCreedy slides himself back into the boat. Here, Jamaica Blue has yet to be stabilized in her capsized recovery mode (board fully up, spi down - upper picture, sails totally free to luff) which will be Dave's first order of business once he is inside the boat.

Tony Krauss and Uncle Al in capsized-recovery mode. In this mode, it is perfectly safe to heel the boat to windward or to leeward until the gunwale is in the water and the

crew can slide back aboard, so long as the boat is not moving through the water, unless it turns out that, God forbid, the following should be the situation:



On Conestogo Lake Saturday 8 June 2019, I discovered, to my considerable horror, that my post-capsize cure-all (no forward motion, no board, no wind in sails = total peace as in photo above) is useless if the aft buoyancy tank has filled with water.

And it was all my fault. I had ignored the fact that one of my four snap-fasteners in the aft hatch cover was not catching/closing. Turns out that one screw that needed to be flush to the deck was sticking out a good half-inch. By the time we (mostly Shannon on the board) had recovered from our second turtle, the aft tank was pretty much useless as to buoyancy. That is where the horror came in: I settled back with sails ragging and board full up and got set to help Shannon back aboard only to discover that the boat immediately began yet another turtle. I was stunned enough that poor Shannon was pressed into another turtle recovery - with an even worse result.

Fortunately, we were by this time, only about a hundred yards from shore and were able to get the safety boat to tow us there with the mast in capsized (as opposed to turtle) position since the boat was not stable enough to be towed upright. After righting the boat at the water's edge, we had to back into shore to get the aft tank out of the water (above). At about this time we discovered that my treasured W116 Snoopy bailing bucket from 1964, the last memento from my first Wayfarer had been "lost at sea" because I had not tied it to the boat. Fortunately, the rescue team not only provided a couple of big buckets but also did a large share of the bailing. Once the water was down to floorboard-level, we raised the sailed and arrived at the club just in time for lunch.

Lesson learned: Never, ever leave your buoyancy to chance.

Another, equally important lesson learned:

Only one week after having been beaten over the head with the baseball bat reminder, AL proudly modelled the finest tank top Walmart has to offer over his mandatory PFD at Kerr Lake.



This has - so far - a perfect record of defeating any of my mainsheet's attempts at hooking up with my PFD.

ED NOTE: Uncle Al is the editor of the Whiffle, the newsletter for the Canadian Wayfarer Association and the Class Coach. He has sailed often at our FYC regattas and provides a lot of information on Wayfarers, much of which is applicable to many other dinghies. Some good thoughts in this cautionary tale!

Our Laser sailors have been wearing sleeves tees over their lifejackets to prevent catching on boom fittings for some time now.

DIY Sealing your hatches – e conversation Uncle Al with those in the know.

ED NOTES: Al Schonborn said he was happy to let me make use of some his great 'fix it stuff' for Wayfarers. I have over time selected articles that are certainly applicable to many of our sailing vessels at FYC. The instructions are good and so are material sources. This time.... hatch seals

Email Responses:

I ordered a few rolls of neoprene rubber from [Porter Brothers](#) a couple of years ago. As things turned out, it fitted only the newest built Porter boats. Over the years, several sealing rubbers have been used by different builders and even by the same builder. The position of the fasteners was adjusted to the thickness of the rubber seals. I once tried bending the fasteners to match a thinner seal thickness but failed miserably.

There is a hard way and an easy way to fix a seal:

The hard way: Move the fasteners to match the new seal thickness and repair the old holes with a gelcoat repair kit.

The easy way: Take the old rubber off, go to a local hardware store and try to find some rubber seal with the same thickness. If your hardware store has nothing to match, they usually can order some or direct you to a company that can help you. Whatever you do, do not try to bend the fasteners to match a different thickness. It will lead to one thing only: you will need to go out and buy new fasteners as well as new rubber. Been there, done that!

If all else fails try these guys: <http://sealsdirect.co.uk/> They have been supplying the UK Wayfarers. They are located in the UK but I am sure similar companies are to be found closer to your neck of the woods (try Google).

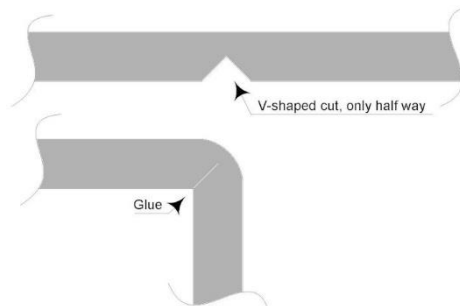
Mounting tips:

- In the corners make a V-shaped cut out, half way the width of the seal (see drawing).

- Use a contact glue suitable for (neoprene?) rubber on the corners and also to join the ends.
- Do not join the ends in a corner.

- Use the same reliable contact glue to fix the seal to the boat or hatch even if it is an already self-adhesive seal. The glue of a self-adhesive seal usually sticks to gelcoat as well as it sticks to its protective cover paper!

- Make sure the contact glue is for use with rubber and stays elastic over the years. A glue that gets rock hard will start to leak after a while, or worse, the seal could come off.



- Follow the instructions on the glue package to the letter. Specially where it says "Remove all grease with a solvent" and "Wait at least ten minutes until the glue is nearly dry".

Best wishes,

Ton Jaspers (Swiebertje W10445)

Yes, we did discuss hatch seal material in the past. There were several suggestions, but my source is Canadian Tire. There is a large selection, but Jack should use the black closed cell foam tape. It is durable, workable and provides a good seal. Due to the selection of widths and thickness, he should be able to find one that is equal to or better than what was there before. It is best to avoid the type of foam tape used to seal between the box of a pickup truck and the cap – it tends to “squish” but does not quickly rebound, leaving a poor seal on hatches; you need the type that is resilient and quick to recover its shape.

Best regards,

Dave

Best gasket tape I have found is:

http://tacomarine.com/cat--Weather-Seal-Hatch-Tape--cat_weather_seal.html

I believe West Marine sells it, too. It is available in different sizes.

tom g

When the back hatch gasket on W4105 needed to be replaced, I went to a chain automotive parts store (either Auto Zone or Advanced Auto Parts, I forget) and bought the following:

("Metro Sponge Supersoft") **WEATHER-STRIP**

5/16" x 3/4" x 10ft

(7.94mm x 19.05mm x 3.05m)

about \$7.99 US + tax

Part Number MW51634

Metro Moulded Parts, Inc. (Minneapolis, MN)

www.metrommp.com

I believe I used 91% rubbing alcohol to remove all the old gasket's adhesive residue before installing the new material.

Hope this helps! Mary



LDBC and Rowbust News

2019 Fanshawe Dragon Boat Festival June 8&9



On the festival website, a note: "Thank you to all teams who participated in this year's festival Celebrating the 20th Anniversary of Rowbust!!" Congratulations on 20 years Rowbust and an amazing festival. Leading up to the festival were some busy practice days at FYC for community teams. This year, the event was located at the Fanshawe Beach area – lots more room for boats, paddlers and spectators.

2019 race results are at <https://www.fanshawedragonboatfestival.com/>

June 1, 2019, the walkway to the dragon boats is new and improved after all our spring high water on the reservoir. Lots of work but awesome.



Jeanne Lalonde ▸ Pendragons

May 26

Good work this weekend Mix and Sr B women's crew!

London Dragon Boat Pendragon team photos from practice in late May

Canadian National Championships

Rowbust in Regina - Sunday - RACE DAY! July 2

ED NOTE: Congratulations on your silver Rowbust!

This weekend at the Canadian National Championships came with its fair share of challenges! Weather/water conditions on Friday caused long delays between races and forced Dragon Boat Canada officials to reschedule racing for the entire weekend. Continued delays in racing on Saturday, even in better conditions, again forced the officials to scramble and make more changes to the remaining divisions who hadn't started racing because of Friday's delays. These changes ended up being the cancellation of all 2km races for the BCS and Senior B Mixed division. For Rowbust this decision was disappointing because the 2km is our favourite race distance. But it is what it is, and we rolled with it!

This year there were six BCS teams who came to race. Rowbust has been working hard over the last 10 years to encourage other BCS teams from across Canada to come and compete at the National level so we were ecstatic to find growth in our division this year. Previous years have seen as few as one other team for us to race with and just last year in Welland we were the only BCS crew to register to compete at Nationals. So, you can just imagine our excitement for the opportunity for some real competition!

We arrived at race site an hour before our first 200m heat race. After warming up, loosening up tight muscles and getting our heart rates up with a cardio warm up we proceeded to marshaling where we got our first look good look at the competition.

For our first race we were in lane one. We loaded our boat and proceeded to the start line. A calm came over our crew. We were finally about to race. Finally doing what we came here to do. Finally, all together and ready to have some FUN! We sat quietly in our boat, visualizing what we needed to do. Reviewing the race plan in our minds. Breathing deeply, rolling shoulders and staying loose. All six boats approached the start line together. As usual, our steersperson, Shirley, expertly maneuvered our boat to the starting buoys for a floating start. The other boats continued to jockey for position as we held ours, ready to blast off that line! With everyone in position, the starter called "ATTENTION!" – Shirley & Shantal, in unison called us to race position – "READY READY", and at the sound of the horn we were off like a shot! Five hard, powerful strokes to get us moving, then "UP" for a gear change in to another five strokes, "UP!" in to third gear, then fourth gear and one final "UP" in to our 200m race pace with a full on "POWER NOW!" Every paddle hitting the catch at the same time, pulling water in long, fast strokes. There is no time in a 200m race to get comfortable. We go hard, we go harder and then we go our absolute hardest! No one is looking anywhere but straight ahead, cross checking in our peripheral to stay in time. We've got no idea where we are in line with the other boats. All we can do is go hard and see where the chips fall after the finish line. Shantal & Shirley finally called "LET IT RUN!" and a quick look over our shoulders didn't tell us whether or not we were first over the line!! As we paddled back to the dock we passed under a bridge and saw our supporters cheering us on, holding up one finger to let us know we'd done it! Holy cow, that was too close for comfort! Our time in the first 200m race was 56.06 seconds. Hamilton was right on us with 57.06. We wanted competition – and they brought it!!

Off the boat we debriefed with coaches, they liked what they saw! We felt good about our performance, we loved the rush of being pushed. And we knew we had to do it again and again. It would not be easy.

It was not too long before we were back in marshaling for the 200m final race. This time we'd earned our place in lane 3. A new race, a new lane and the same tough competition. We knew what we had to do and we were "ready ready" to do it. The same blast out of the start, the "UP, UP, UP and UP" shifting through all the gears and then powering down the course for the same result – we didn't know if we'd done it! Our supporters on the shore didn't know if we'd won! Our supporters at home watching the live feeds didn't know if we'd won it.... It was a true photo finish! The live results were posted and it was then that we knew we'd won our 200m final by less than one second! We finished with a time of 55.64, faster than the heat race. Hamilton was again right on our tail with a time of 56.28 followed by the V I Paddlers with a time of 57.20.

With the 200m races out of the way it was time to concentrate on the up coming 500m races. These races are worth more in the points ratings, so we needed to be at our very best.

Back in marshaling, in the shute for lane one. Each section of the boat (front, engine & back) grouped together talking race plan. Captain Kuska walked through giving us her words of encouragement and asked us to give her everything we had!

We loaded our boat and backed away from the dock so we could get out to the start line and practice a couple of starts on our way out. Our practice starts felt strong and once again that comforting calm came over the crew. Each of us feeling the energy of our teammates. We waited on the start line as the usual jockeying of boats took place. With everyone set on the line the starter called us to "ATTENTION" followed by the growl of "READY READY" and we are immediately in race mode. The horn blows and we take off! Within 50m of the start the starter official is blasting her horn to call us off! One of the boats in our heat caused a false start as they came out of their lane and in to the neighbouring lane. We all turned back to the start line to sit and wait for the race to start again. We were not rattled. We remained calm. And soon we were blasting out of the start again. Powering down the course, keeping our strokes long and in sync. Stroke after stroke after stroke we surged and kept our boat out in the lead! Crossing the finish line, we could clearly see that we'd won it! But Hamilton remained right on our tail! It was still way too close for comfort! The live results page showed that we won the 500m heat race by a full 4 seconds. Our finishing time was 2:18.31. Followed by Hamilton with 2:22.66. We needed to improve that spread for the 500m final! We could not let them take us!

Back at our tent we hydrated and fueled up in preparation for our final race of the day.

More delays in the racing schedule meant more waiting at the tent, more waiting in marshaling, more waiting and more waiting!

On the start line for our 500m final we waited. We had our marching orders. Captain Kuska once again had asked us for everything we had. "We need to empty the tank on this one!" Out of the start we were powerful and strong. We geared up into our race pace and powered down the racecourse with our long, powerful stroke. But something wasn't right. Something that we've never felt. We could see boats on

either side of us and they were surging. Shantal and Shirley called us in to power after power and we gave them everything! It was a dogfight to the end. This time, everything was not enough. We knew in that moment that we would not be taking a gold medal home with us on this trip. Our final 500m time was 2:23.33 earning us a third-place finish behind Hamilton with a time of 2:20.33 and the V I Paddlers with a time of 2:22.88. One word crossed our minds – heartbreak. We did not retain our title as National Champions. The best we could hope for in that moment was a Silver medal finish.

Coming off the boat we dreaded the debrief. We had a check list of things to accomplish this weekend - #1 bust our butts to retain our National Championship title. We did not. Couch talked with us about what we felt had happened and what we improve upon to not let this happen again. There was nothing left to do now but to congratulate the winners. With genuine smiles on our faces, and in our hearts, we ran to the Hamilton crew to offer our congratulations on their win and thanked them for the amazing racing we did together. Next we congratulated the V I Paddlers crew for their 2nd place finish in the race. Followed by Toronto Dragons Abreast, Chemo Savvy & Busting with Energy. These are the teams that now understand what it is paddle and compete at Nationals. And we sincerely hope that they continue to come to Nationals and grow the BCS division! The sport of Dragon Boating for Breast Cancer Survivors is an important part of our recovery and support in what could be a devastating time. Paddling brings us together and makes us “Warriors on the water, but friends on the shore” (Thanks for the quote Gwen – of Hamilton).

Rowbust returned to our tent to clean up and pack up our gear to prepare to graciously accept a Bronze medal award.

As the medal presentations started and the MC talked about our BCS division he reminds of how it is that we got here. The hellish paths we took to get here and the awesomeness of our accomplishments in even having the courage to take on the sport after our experiences. When you think about it in those terms it certainly puts it in a different perspective. We are ALL CHAMPIONS! We are champions of LIFE!

As Mr. MC was about to call up the Bronze medal winners Rowbust prepared to make our way to the podium – but wait! He didn’t call us! He called the V I Paddlers! That means – we’d won SILVER! We cheered for the V I Paddlers as they accepted their Bronze medals and waited to be called up next. Rowbust proudly took our place on the Silver Medal podium and cheered for Hamilton as they climbed to the top of the podium to accept their Golds!

After all the hardware was handed out and the photos taken, we made our way back to the hotel, some stopped along the walk back to grab a bite and share a laugh with friends and teammates alike, others opted to hit the showers before partaking in some delicious offerings at the hotel bar.

Some members actually had to leave before the medal presentation to catch the red-eye flight home so they could work on Monday but they were quick to reply to multiple texts from those of us left at race site informing them of our Silver medal win.

Every one of us has taken time over the last 24 hours to reflect on the day. What could we have done to change the outcome and what will we work on when we get home? We are genuinely happy for Hamilton, they worked hard, they wanted it and

they did it. This is not to say that they wanted it more than us. We ALL wanted it! We ALL worked for it and it took a dog-fight to decide it.

Congratulations to the Knot Abreast BCS Dragon Boat team of Hamilton Ontario for your Gold Medal win at the 2019 Canadian National Championships in Regina, SK. We’ll see you in France in 2020 at the Club Crew World Championships!

Final thoughts...

Being a member of Rowbust is truly a privilege. Never have I met a more supportive, caring, sharing/oversharing, wonderfully intrusive group of women! (Yep, you read that right! Lol) During the long stretches of down time at race site, or in the hotel or lounging at long, late dinners we have learned more about each other in this trip than any of us cared to know! It’s what happens in groups as close and connected as ours. There is way too much information shared and it just brings us closer together! This weekend is not a “loss”. We have come away with many wonderful memories! And in that we are winners.

Thank you for following us across the country to Regina! We look forward to sharing our stories from France in August 2020!

Mal de mer

1. Prevention is the best policy. If you know you’re prone to seasickness, find medicine that helps and take it before the symptoms arise. All the boats should have seasickness pills aboard, but once the puking starts, the pills are almost impossible to hold down.

2. Horizon. Look at the horizon. Locking onto the one steady thing you can see really helps. Getting fresh air also works wonders.

3. The biggest mistake with seasickness is starving, reducing your calorie count and dehydration. It can become a quick downward spiral. Always push yourself to force some food and water into your stomach. It will help in the long run, even if your body only absorbs part of it.

4. CLIP IN. Anytime you are seasick it is so vitally important to clip in. I can’t explain how nervous I get when driving a boat and watch someone dive out of the cabin to the lifelines to vomit but don’t bother to clip in. Remember, you’re not only putting yourself in danger, but your crew as well. So, do us all a favor and clip in!

