

## From the Editor's desk

This is coming to you from *another* room in the house. We have not been out to the club grounds this winter for the first time that I can recall, so no recent photos of the lake under winter siege. So, this explains the front-page photo of sailboats under winter siege

There are a few articles of importance to you with the start of the 2021 season slowly becoming closer – the March AGM, Membership and the tentative calendar.

Best of all, we have two wonderful tales of sails from very adventuresome sailors who honed their skills at FYC. Very interesting reading.

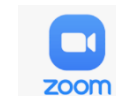
Enjoy! Sue



## 2021 FYC Annual General Meeting – March 24 from 7 to 9 PM



You will receive the notice of meeting and past minutes for this meeting in a club email closer to the date



The meeting will be held online as before.

This is an important meeting with a number of motions to be addressed by the membership and the introduction of the suggested Board of Directors and Supporting Positions for the upcoming sailing season to be voted on

### 2021 Executive Roles

Commodore	Bonita Magill
Vice Commodore	Claudio Martin
Rear Commodore	Max Lucas
Fleet Captain	Josh Lesmeister
Treasurer	John Kabel
Secretary	Andy Turnbull
Youth Representative	Riley McCluskey

### 2021 Contributing Roles

Boat Master	Jim Mackenzie
Club Steward	Bob Magill
Communications Officer	Mark Cole
Facebook Contributor	Kevin Biskaborn
Harbour Masters	Carleen Hone/Jim Mackenzie
Marketing Director	Jorge Herrera
Membership Chair	Gerry Triesman
Newsletter Editor	Sue Goldt

Dock Marshall	Rick Goldt
Parking Area Marshal	Szymon Kornobis
Racing Committee Chair	John Kabel
Safety Officer	Mike Van Wiechen
Web Site Coordinator	Kevin Biskaborn

### 2021 Sailing School Roles

Director	Vera Eames
Committee Members	Jeff Eames
Vera Eames	
Kyle Grantham	
Denise Kinting	
Bonita Magill	
Riley McCluskey	
Victoria Parada	
Jason Piovesan	
Mark Wagter	

## 2021 FYC Membership Renewal *Sail FYC!*

If you haven't already done so, please head to the club website at [www.fyc.on.ca](http://www.fyc.on.ca) and sign up for your 2021 membership. The deadline for early bird renewal is before Sunday, March 1, 2021.

Questions? Contact our Membership Chair [Gerry Triesman](#)

This year, there will be no initiation fee for new memberships because of Covid.

Keep in mind that as a non-profit organization we depend on our members to assist with projects at the club – opening and closing of the grounds, projects such as replacing the stairs to the dock this year, pruning overgrown plants, painting structures, helping prepare meals for events in the kitchen, helping with regattas (safety boats during racing, registration), participating on committees or in roles on the Board of Directors and supporting positions.

We need all hands-on deck to have a successful year of sailing.

## Racing Rules of Sailing 2021 to 2024 is available now!!!

The Racing Rules of Sailing (RRS) governs the sport of sailboat and sailboard racing. It is revised and published every four years by World Sailing. The current edition is The RRS 2017-2020.

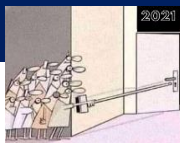
The RRS for 2021-24 will take effect on 1 January 2021 is available. It can be downloaded on the following website.

Changes may be made to the RRS during the four-year period, but only when essential. These changes are published as Changes and Corrections to the R

[www.sailing.org/documents/racingrules/](http://www.sailing.org/documents/racingrules/)

## 2021 FYC Events calendar – Tentative

*ED NOTE: Please note that this schedule is tentative. Dates could change with conflicts and.....um.....other things....*



### February

Mon · Feb 1

Board of Directors Meeting 7 - 9 PM

### March

Mon · Mar 1

Wed · Mar 24

Board of Directors Meeting 7 - 9 PM

**Annual General Meeting** 7 - 9 PM ZOOM



### April

Mon · Apr 5

Sat · Apr 24

Board of Directors Meeting 7 - 9 PM

Work Party: Spring #1 9 AM - 3 PM

### May

**Sun · May 1**

Mon · May 3

Sun · May 23

Sat · May 29

Sun · May 30

**Fanshawe, Pittcock and Wildwood CAs Open**

Board of Directors Meeting 7 - 9 PM

Annual Sail Past and Commodore's Reception 1 - 8:30

Annual Open House 10 AM - 4 PM

Annual Open House 10 AM - 4 PM

### June

Mon · June 7

Sat · June 12

Sun · June 13

Board of Directors Meeting 7 - 9 PM

June Bug Regatta 9 AM - 4 PM – day 1

June Bug Regatta 9 AM - 4 PM – day 2

### July

Mon · Jul 5

Board of Directors Meeting 7 - 9 PM

### August

Sat · Aug 28

Sun · Aug 29

Club Championship Regatta 8:30 AM - 4 PM

Annual Corn Roast 5 - 8:30 PM

Club Championship Regatta 8:30 AM - 4 PM

### September

Sat · Sep 4

Mon · Sep 13

Sun · Sep 19

Plywood Classic Regatta 10 AM - 4 PM

Board of Directors Meeting 7 - 9 PM

Commodore's Cup 10 AM - 4 PM

### October

Sat · Oct 2

Sun · Oct 3

Mon · Oct 4

Sat · Oct 16

**Sun · Oct 17**

Pumpkin Regatta 9 AM - 4 PM – Day 1

Pumpkin Regatta 9 AM - 4 PM – Day 2

Board of Directors Meeting 7 - 9 PM

Work Party: Fall #1 8:30 AM - 4 PM

**Fanshawe Pittcock and Wildwood CAs Close**

### November

Mon · November 1

Sat · November 6

Board of Directors Meeting 7 - 9 PM

64th Annual Banquet 5 - 10:30 PM

### December

Mon · December 6

Board of Directors Meeting 7 - 9 PM





## 2021 FYC RACING – The thrill of the chase (well, that would be me)

### 2021 Formal Regattas

Once again, the full slate of regattas for 2021 has been tentatively scheduled. The Summer Regatta will once again become the Club Championship this year if the motion passes at the AGM

Notice of race will be posted on the club website with all the sailing instructions and information you need as a sailor. Look for and click on the regatta logo to find it. There will also be a club email with notice of race prior to the regatta.

Don't hesitate to join a formal regatta as a first time racer. There is a lot of help available and any other racer would be delighted to answer questions.

When you complete your membership, think about helping at a regatta – people are needed to register the racers (very easy to do), help on the race committee, operate safety boats and help to provide a lunch for racers



June Bug Regatta JUN 12 - 13



Summer Regatta AUG 28 - 29



Plywood Classic Regatta SEP 4



Commodore's Cup SEP 19



Pumpkin Regatta OCT 2 - 3

More detailed information about informal racing will be available in the next Dockside Scuttlebutt issue.

### The Fanshawe Conservation Area is closed for the winter and will reopen on May 1, 2021.

The yellow gates across the entrance road (by the Fanshawe Dam) are CLOSED to vehicle traffic due to the Provincial Lockdown.

- Please park vehicles in designated areas only and ensure roads, gates, and exits are not blocked.
- Visit only during daylight hours.
- Practice social distancing on trails and in parking areas, and do not gather in groups.
- Exercise caution while visiting.
- There are NO washroom facilities during the off season.
- Keep pets on leash at all times, and always pick up after your pet.
- Take any garbage or refuse home with you.
- We do not monitor the depth of the ice. Stay away from waterways, keep off the reservoir and pond.
- ATVs, snowmobiles, and any other off-road vehicles are prohibited in the campground, day use area, trails, on the ice, and on any other Conservation Area lands and roadways.
- If there is an emergency, call 911.

### Big changes at Fanshawe front entrance!

There are now traffic lights at the [intersection where our entrance road meets Clarke Road and the VMP.](#)

Please watch carefully for the signs for Fanshawe Conservation Area.



**SOON!!!**

### 2021 Informal Racing

Informal racing is an excellent way to learn how to manoeuvre your sailboat in all conditions and shifts and to learn how to make adjustments to your rigging. The evening of the race will be decided in advance and a text sent via the club email to inform all sailors of the day. 'Sailor Jens of the Diskaborns' will be our contact.

Generally, two races are set for Wednesday with one in the afternoon (near 3 PM) and another in the evening near (6 PM). However, if the weather is not suitable – minimal wind, gale force wind, storms- the day will be changed to Thursday.

[Fanshawe](#) (London), [Wildwood](#) (St. Marys), and [Pittock](#) (Woodstock) Conservation Areas continue to be available for walking and nature viewing. Spending time in nature can reduce stress and help you feel more energized. Please be respectful of nature and other visitors at all times.

Be aware that waterways pose a serious safety hazard. River banks and shorelines are slippery, water temperatures are very cold, and any ice is unstable and thin. Please exercise extreme caution around ditches, streams, and rivers, and stay off of frozen ponds and flood control reservoirs. Keep children and pets away from all waterways.

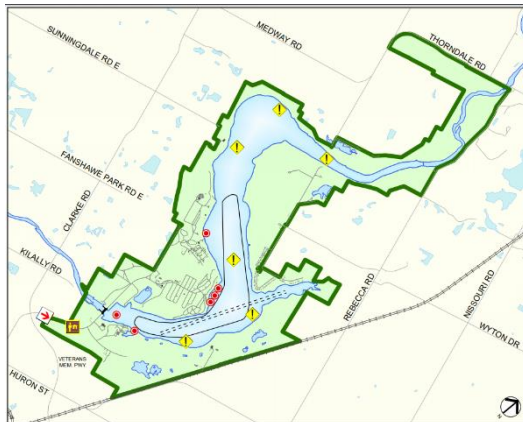
Here are guidelines for visiting UTRCA Conservation Areas for passive recreation during COVID-19:

- Practice social distancing on trails and in parking areas, and do not gather in groups.
- Visit only during daylight hours.
- Be aware that there are no washroom facilities available.
- The parks are not monitored or maintained, and staff availability is very limited. Exercise caution while visiting.
- Park only in designated parking lots and ensure roads, gates, and exits are not blocked.
- Take nothing but photos, and leave nothing but footprints.
- Keep pets on leash at all times, and always pick up after your pet.

The UTRCA also has the following small, daytime use Conservation Areas available for the public to visit, with the same guidelines:

- Cade Tract (south of Rannoch)
- Embro CA (northwest of Embro)
- Harmony CA (in the village of Harmony)
- Harrington CA (in the village of Harrington)
- Shakespeare CA (north of Shakespeare)

All UTRCA offices and buildings remain closed to the public to help protect the public and staff from COVID-19.



## FANSHAW CONSERVATION AREA FEES

Saturday, May 1 to Sunday, October 17, 2021

DAY USE FEES	NO HST	HST INCLUDED
Vehicle Day Pass	\$13.27	\$15.00
Season Pass Mirror Hanger	\$115.04	\$130.00
Non Vehicle Day Pass	\$7.08	\$8.00
Bus Day Pass	\$115.04	\$130.00

WATERCRAFT FEES*	NO HST	HST INCLUDED
Motor/Sail Boat Launch (includes vehicle)	\$26.55	\$30.00
Motor/Sail Boat Day Pass	\$13.27	\$15.00
Motor/Sail Boat Season Pass	\$106.19	\$120.00

\*Vehicle admission not included

NIGHTLY CAMPING FEES	NO HST	HST INCLUDED
Reservation Fee	\$12.39	\$14.00
Change Fee	\$14.16	\$16.00
Cancellation Fee	\$18.58	\$21.00
Daily Site Electric	\$44.25	\$50.00
Daily Site Non Electric	\$35.40	\$40.00
Weekly Site Electric	\$287.61	\$325.00
Weekly Site Non Electric	\$230.09	\$260.00
Additional Vehicle Pass (per day)	\$13.27	\$15.00

SEASONAL CAMPING FEES	NO HST	HST INCLUDED
Seasonal Site Premium 30 amp	\$3,451.33	\$3,900.00
Seasonal Site 30 amp	\$2,566.37	\$2,900.00
Seasonal Site 15 amp	\$2,477.88	\$2,800.00
Seasonal Site Waterfront Non Electric	\$1,827.43	\$2,065.00
Seasonal Site Non Electric	\$1,761.06	\$1,990.00
Swipe Card Additional Vehicle Season Pass	\$110.62	\$125.00

STORAGE FEES	NO HST	HST INCLUDED
Trailer Storage (includes shed/deck)	\$278.76	\$315.00
Shed/Deck Storage	\$141.59	\$160.00
Boat Storage	\$163.72	\$185.00

SEWAGE DISPOSAL FEES	NO HST	HST INCLUDED
Weekly Disposal	\$566.37	\$640.00
Bi-Weekly Disposal	\$283.19	\$320.00
Single Request Disposal	\$44.25	\$50.00
Unscheduled Disposal	\$88.50	\$100.00
Non Camper Disposal	\$44.25	\$50.00
Book of 5 Sewage Disposal Tickets (valid for current year only)	\$137.17	\$155.00

PAVILION RENTALS	NO HST	HST INCLUDED
Watson Porter Wedding***	\$2,035.40	\$2,300.00
Day Use Shelter**	\$88.50	\$100.00
Watson Porter Inclusive****	\$973.45	\$1,100.00
Watson Porter**	\$353.98	\$400.00
Lakeview Wedding***	\$796.46	\$900.00
Lakeview Inclusive****	\$597.35	\$675.00
Lakeview**	\$238.94	\$270.00

\*\*Conservation Area entry fees are in addition to rental fees \*\*\*Includes 2 day access to pavilion & all vehicle entry fees \*\*\*\*Includes entry fees for vehicles

EQUIPMENT RENTALS	NO HST	HST INCLUDED
Canoe / Kayak - half day (less than 4 hours)	\$32.74	\$37.00
Canoe / Kayak - full day (more than 4 hours)	\$44.25	\$50.00

Worms, ice, firewood are available on site.  
For group camping and pavilion/shelter rentals, please contact the Conservation Area directly.  
All Conservation Area fees, programs & services can be found at our website - [www.thamesriver.on.ca](http://www.thamesriver.on.ca)

On-line Campsite Reservations/Information  
[www.fanshaweconservationarea.ca](http://www.fanshaweconservationarea.ca)  
[www.pittockconservationarea.ca](http://www.pittockconservationarea.ca)  
[www.wildwoodconservationarea.ca](http://www.wildwoodconservationarea.ca)  
Toll Free Telephone Reservations  
1-866-ONT-CAMP (1-866-668-2267)



Two stories follow of the adventures of sailors who have been/are members at Fanshawe Yacht Club.

The first from Sailors Carleen Hone and Jim Mackenzie is a tale of self reliance in the Caribbean in 2020. Carleen and Jim are long time sailors at FYC and so too were their parents and families. Many of their summers have been spent sailing the North Channel and Georgian Bay.

Sailors Brian and Nathalie Hurst write of the first part of their adventure living aboard a yacht for the past year and a bit. Both were members of FYC until their decision to totally change their lifestyle. Adventure two begins for them in BC this year.

Both of these boats, Thunderstruck and Timmies-run EH!, have crew that have retired early and I am sure, will live a life of adventure from this point on.

## Hard Against an Island .... at Night...In a Storm

This is the first story about some of the “learning experiences” which Jim and I had when we cruised the Bahamas in the winter of 2020. This crazy year being what it is, we shouldn’t have been surprised that some things went wrong. But hindsight is twenty-twenty right?

We had been anchored off a tiny island near Bullocks Harbour Settlement on Great Harbour Cay in the northern Berry Islands for a couple of days. The depths in our quiet little anchorage were shallow, but as a trimaran with a daggerboard and rudder which can be pulled up, we really only needed 20” of water to float. This anchorage had a tidal range of about 12” or so and we anchored in about 4’ of water, in what seemed like clear sand.



We had gone to Bullocks Harbour several times and explored down the Cay to Great Harbour Cay Marina as we were to meet friends there in a couple of days. The weather had been pretty fair...sunny and calm. We had enjoyed a great couple of days in that nook with the tiny island protecting us from the south then west winds.

We learned however, that the winds were going to clock around to the north (as they do in the winter) and a cold front was pushing a storm our way. Though the rain was forecast to start that evening, and the 180-degree wind shift had already happened, the big winds were not supposed to come until later the next day. We felt that our trusty 15kg Rocna (33 lb) was dug in well. We decided to wait until the next morning to move the boat into the big harbour. In the meantime, the coming rain meant an opportunity to set up a rainwater catchment system in the cockpit using a small tarp hung off of the folded up bimini aft and a bucket. We do have a watermaker onboard to turn salt water into fresh water but rainwater is free right?

I had gotten into the habit of setting a couple of anchor alarms on our cell phones each night. These use our phones’ built in GPS so no data is needed. Around 3:00 am (of course), my cell phone anchor alarm went off. We grabbed our headlamps and scrambled up into the rainy and now very windy cockpit....just as we hit the little island. The aft part of the port (left) pontoon hit first and the boat pivoted, turning the whole port side of the pontoon to the sharp rock ledge!

Jim and I ripped down the little tarp, threw it and the bucket below, and he started the motor. He yelled over the rising wind and driving rain to grab some fenders to wedge between the pontoon and the rock. I did that and we could see that the wind had grown too strong for our Honda 9.9 hp outboard to push us off.

Clearly, we could not sustain the pounding and scraping against the limestone rock. We needed another way to pull the boat away from the island. I yelled that we should try kedging her off using the two anchors. Jim yelled ok and I jumped into the water...with no lifejacket or shoes!!! Dumb move. There is that hindsight thing again.

The tide was up and the water depth was just above my waist. I followed the anchor rode out along the mainly sand bottom. As I walked, I felt no rocks, weeds, nurse sharks, rays or even shells as I made my way to the Rocna anchor. I had my headlamp on and Jim had turned all of the exterior lights on which helped a lot. I grabbed the anchor and began to walk it to windward of the boat as Jim let more rode out.

Then I went back to the boat to get our second anchor, a 10 kg Bruce style (22 lb). I also grabbed my Keen water sandals and my lifejacket. As I walked the second anchor out, Jim put its rode on one of the winches in the cockpit. I scrambled back up the swim ladder aft. The wind was getting stronger by the minute as the fenders on the port pontoon seemed to grind into the rock.

We slowly kedged the boat off the rock – Jim pulled in the rode from the Rocna on the bow and I winched in the rode from the Bruce in the cockpit. The boat pulled off bow into the wind and pivoted again on the aft part of the port pontoon. Then as we gained enough sea room, I carefully motored the boat into the wind toward where the Rocna had dug in. As I held the boat into the wind, Jim began to gather in the two anchor rodes from the bow. Through all of this, the rain seemed to blow horizontally.



Slowly, slowly we inched toward the main anchor. But what to do? We couldn't stay where we were. There was no chance of anchoring on the other side of the tiny island and although the tide was high, it was too shallow ahead of us and too dark to try to get into the lee of any land there. After a look at the charts, our decision was to motor out into the big water and make our way past Bullocks Harbour into the main harbour and the safety of the protected shallows just outside of Great Harbour Cay Marina. We had seen the main harbour during the day and we knew that there were about a dozen boats or more anchored on either side of the channel to the marina. (They had likely known about the coming winds and had wisely moved early!) I knew too that we would have to make our way through a steep-walled rock cut to enter the main harbour. How did I know this? I had seen a couple of newbie sailors take their 43' catamaran through there on a video! (Gone with the Wynns on YouTube; **Beating to the Berrys - Our Longest Night Sailing** - the entrance to the cut is at about 19:30 and they anchored close to where we ended up too). I told Jim that I thought we could do it but that we'd have to look really carefully for marker posts outside of the entrance to the cut.

Jim pulled up the Rocna and we headed out to sea. The waves had built to about a 3'-4' and were topped with white caps blowing off the tops. We guessed that the wind speed was probably 20-25 knots. We kept all of our lights on and scanned for a couple of big sailboats which we knew had been anchored out there. Sure enough, there they were, tossing at anchor... we passed them by safely and started to watch for the two buoys outside the rock cut. We had our big spotlight out and soon we saw the first marker...the red one. We circled around once and several checks of the chart indicated that we needed to keep it to our starboard (right). A green buoy appeared out of the driving rain just at the mouth of the cut. We kept it to port and nosed into the cut.

The big spotlight lit up the cut fairly well. It's about 100' wide and 600' long. It seems much narrower than that on a boat that is 22' wide! Jim kept us in the middle and we made it though just fine. The next test was to make the big right-hand curve toward the marina and try not to hit any anchored boats. We kept to the pink recommended line on the chart, lighting up the vessels anchored just off the channel as we passed by.

We got all the way down to the shallows outside of the marina and set the anchor. It grabbed hard and we settled in to stay awake for another couple of hours until daylight. We turned off the exterior lights except the anchor light, tidied up as best we could and I reset the anchor alarms just in case. But there was no sleeping. We made coffee and I think we ate something too.

We both were sure that we'd see some holes in the pontoon once the sun came up. After all, poor Thunderstruck had been pounding against a sharp-looking rock ledge of the tiny island. The stormy sky seemed to take forever to lighten but the rain had stopped so we were able to inspect the damage not long after sunrise. To our great joy, there were no holes! The gelcoat had been scraped down the fibreglass in a very small spot on the aft part of the port pontoon and there were a couple of tiny scrapes here and there but that was it! The big thick rub rail along the length of the pontoon, along with the fenders, had taken the brunt of the impact. We noticed too that there was a bit of crumbly rock on the edge of rub rail. This was the soft limestone of the island. The tide had been at the right height for the rub rail to scrape along the rock ledge which was eroded away below it....only the ledge stuck out and contacted with the boat! Amazing.

Ironically, we had dinghied along that same ledge the day before and had noticed how the movement of the sea had carved out the soft rock below the ledge. (picture



below)

We moved the boat into the marina later that day and finally slept as the winds howled above the mast for the next few days.

**Yes, hindsight is twenty-twenty. Here are some things we have asked ourselves:**

**-Should we have moved sooner?** You bet!

**-Did we trust the forecasts too much?** Absolutely!

**-Should we have checked the set of the anchor before we went to bed?** Yes! But as it was raining, we didn't. Looking back now, we should have at least backed down hard on it with the motor.

**-Does kedging off work?** Brilliantly ...at least in that situation!

**-Did I worry about sharks or rays in the shallows as I walked the anchors out?** Not really though I did consciously try to shuffle my feet so that I wouldn't step on a ray.

**-Was I lucky that the bottom was smooth and sandy as I walked over it?** For sure. But we wondered if the bottom had been "scoured" and that there was only a thin layer of sand over rock where we had dragged. We're not sure, but the anchors definitely held when we kedged off.

**-Was I afraid for the boat?** No not really. I knew she could take some damage to the pontoon and that we could fix it if necessary. (I found out later that Jim had not brought any fibreglass cloth with us! I had thought it was a necessary part of our kit! We're still discussing that...)

**-Was I afraid at the time?** No, not at all. I knew we would solve the problem.

Besides, we were too busy to be afraid!

There are more mishaps uh, I mean "learning moments" from our cruise to come. This one however, was probably the worst. The one in Florida? That was the luckiest. But we'll save that tale for another post.

Fair winds friends!



Generator on the deck which is stored in the blue box and the aft rainwater collection system – from video of Bullocks Harbour anchorage

For more pictures from this "learning moment" and to read about our other adventures, check out <http://www.trailertris.com>  
Cheers, Carleen & Jim



Sailing along the American side of Lake Erie

Over the next few weeks, we continued along the American side of Lake Erie until we ended up in Port Colborne at the end of August.

In Port Colborne we unstepped our mast and placed it on the wooden supports we had built back in Sarnia. This would allow us to get under the 14'6" height requirement of the Erie Canal



Marc and Terry help with the



Locking through the Erie Canal



Brian and Nathalie



Timmies-run in the North Channel

We along with our friend Terry traveled from Sarnia and ended up at the Lasalle Mariners club on the Detroit River close to the mouth of Lake Erie.

The next day would find us in Put in Bay Ohio (another of our favourite spots) where we spent several days exploring the island.

September, we went through the Erie Canal until we finally reached the Hudson River. We had the mast stepped at a place called Hop-N-Nose. This would also be our last visit at a marina for the next 16 months. Once the mast was stepped, we were able to proceed along the Hudson until we got to the 79th St. Boat Basin in New York City. There we anchored in probably the worse conditions you could possibly find. As our boat was more than 40ft mooring were out of the option so we swung at hook for 5 days with 4 current changes and 2 tide changes a day. This is where we really appreciated our 68lb Mantus anchor and 250ft of 3/8" chain.

From New York we went to Sandy Hook anchorage where we spent a few days prepping for our first ocean passage and waiting for a good weather window.





Passing the Statue of Liberty



Sandy Hook Anchorage

The passage to Cape May was planned as an overnight to arrive in daylight the next day. When we reached the ocean, we had fantastic sailing conditions and easily reached 9+ knots of boat speed. This meant that we would arrive just after midnight so rather than risk entering an unknown anchorage at night, we spent the night in Atlantic City. The next day we continued to Cape May and strangely enough still arrived before some of the boats that left Sandy Hook with us.

After Cape May we entered Delaware Bay and took the Chesapeake and Delaware Canal to Chesapeake Bay and then to Annapolis for the boat show where friends came to join us. We spent a couple of weeks exploring Annapolis including visiting the Naval Academy. It was here that our friend Terry left us and we began our journey with just Nath and I.



Naval Academy



Friends from home at the boat show

Nath and I left Annapolis and began to proceed down the coastline. We went inland and took the inter coastal occasionally but preferred to go outside whenever the weather would allow us to sail. We met several other sailors and people that we would later see in the Caribbean. This brought us to Saint Augustine where we met our next boat buddy David who was solo sailing a 1972 Morgan 42 called Eleanor.

We proceeded from there to Lake Worth Florida where we planned our jump to the Bahamas. We waited several days and took this opportunity to provision and catch up on rest.



Removing labels and

December 4th was the day that we left Florida and headed across to the Bahamas. We picked this weather window because of the previous day's forecast and expected a fairly easy ride. We were wrong we had 10ft swells and wind gusts up to 28 knots. David had crossed with us and we reduced sail as much as we could to slow down but still managed to move at 10.2 knots with a scrap of genoa out. By 11:30am we were across and anchored at Memory Rock where we planned to meet up with David. We had an anxious night as we couldn't see S/V Eleanor and actually called him several times on VHS with no response.

The next morning, we proceeded to our next planned anchorage and was happy to see S/V Eleanor appear in the distance.

We checked in with customs at China Harbor and continued to Cooper's Town to pick up sim cards for our phones.

You will remember that September of 2019 was when Hurricane Dorian had hit the Bahamas, this was our first real experience of the magnitude of the destruction. Homes and businesses were destroyed and a lot of the people were living in buildings that were partially destroyed.



Our friend on S/V Eleanor



Nath helping at the school

We continued onto Green Turtle Cay where we spent several weeks helping local people and businesses rebuild. It was really rewarding and spending time with the kids at the school was a blast.



Clearing the roads in Man-O-War Cay



After a few weeks there we went on to Man-O-War Cay where we joined another volunteer group to continue to rebuild. We spent most of the time clearing roads so that they could travel. We spent Christmas there with the locals and were welcomed to the Christmas festivities.

The New Year would find us traveling from the Abacos to Eleuthera islands where we experienced several sights like the Glass Window. Continuing through Eleuthera islands we made our way to the Exumas where we met up with friends and planned the next stage of our journey.



Supper with S/V Lark and S/V Eleanor

While we were at Long Island we met up with several other boats and learned that there was a group staging a run from Georgetown (Bahamas) to Luperon in the Dominican Republic. Through several calls we managed to communicate with them and learned their departure plans. We then waited at Calabash Bay (Long Island) to see their sails appear on the horizon. Once we saw them, we headed out and proceeded along the same course. With AIS we were able to see many of the other boats. This was to be our first multi night passage. The interesting thing was that many of the boats in the group we left with didn't last the first night and ended up anchoring out at Conception Island a mere 12nm past where we started from.

Timmies-run performed well, the weather cooperated and by day three we were through the Turks and Caicos and would arrive in Luperon by 8:30 am. Check in was interesting where we needed to meet and pay several different individuals. There were immigration, customs and military officials to deal with and forms and payments to make. Luperon is a dirty, smelly anchorage, but the people are fantastic and the food was great. Prices were so cheap; it was cheaper to eat out than buy and make food on your boat. We met one of our favourite You-Tube stars there and took Joel and Michael from "Bums on a Boat" out for supper. (ED NOTE: just look for "bums on a boat" on YouTube)

After a few weeks there we got a dispatcho and headed overnight along the coast to Samana. It was while we were in Samana that the Covid 19 really started to affect us.

Before then we had heard about it but the real magnitude of its affect hit us while in Samana. Our local contact (Louis) contacted us and said we had a day to prepare for the upcoming lockdown. We immediately went and grabbed as much provisions as we could. Louis also arrange for a group of us boats to "hide out" at the close by Nature Preserve Bahia De San Lorenzo. This group of 7 boats would become known as the Quarantilla group.

We were completely isolated while the local government figured out what to do with us tourists



Meeting with the Bums



Our morning Quarantilla net

The area we were anchored in was breathtaking, and was used in several scenes in the Jurassic Park series. (The DR is also the source of the famous amber cane knob with the mosquito in it.) We had a great time and took turns hosting parties and became fast friends. We even started our own net which Brian hosted. This group of boats would continue to travel together for several months.

After about a week of isolation, we were told by Louis that we needed to leave the DR and head to another country.

We then left as a group to Puerto Rico. Another overnight passage brought us there on March 27th. We managed to check in electronically and were cleared in. However, several of the boats in our group were not able to and were told they couldn't stay. Things really began to unravel then as we continued to get conflicting reports and some of the local officials were getting really hostile to the point that we were uncomfortable. Even though we were officially checked in we decided to leave for the USVI with the rest of the group.



The only thing friendly in PR was this pelican

Another 166nm overnight passage took us to USVI where we checked in at the Charlotte Amalie anchorage. This was another good spot to provision and catch some sleep though it was a really roly anchorage.

Covid continued to affect us here as once again the local government was scrambling to come up with rules and curfews to help lessen the impact on the local population. We were told that cruisers would be delegated to specific anchorages and that movement would be limited. This continued to evolve as we spent the next several weeks exploring the USVI and the many islands and anchorages.



Loved the sunsets

While exploring the USVI we started to feel a little trapped and hurricane season was approaching. With most of the islands shut down and not accepting cruisers we signed up for the Salty Dog Rally which would have us leaving USVI straight to Nova Scotia (by way of Bermuda). Something that we were not looking forward to as this would be about 10 days at sea. We signed up for several of the departure rallies but continued to hold off as we were hoping to hear that either Grenada or Trinidad would open up. The day before our final departure we received an e-mail letting us know that we would be accepted into Grenada. However, we would have to spend 14 days in quarantine at anchor.

So, on May 31st we left St. Croix USVI for Grenada. Our passage was once again quicker than expected and by day two we had a double reef in our main and a furled genoa to keep us under 6.5 knots. We had an assigned day to arrive and had to time it accordingly. On June 3rd we checked into Grenada and started our 14 days of quarantine.



We made our own masks while in Quarantine



The Mona monkeys in Grenada

While at anchor we kept ourselves busy doing boat chores, started yoga and Nath experimented with a lot of new dishes. It passed surprisingly quick and with the internet we were able to keep in touch with friends and family.

Finally, we were free, with lots of rules and restrictions which were then pretty new but we've now come to accept as the new norm.

Grenada was a great place and we made many friends, had great adventures and spent the next couple of months bouncing between all of the anchorages. We rode out one nonevent hurricane which thankfully missed Grenada but had us stripping sails, removing our canvas in preparation. The worse we had was high winds and a terrible roll.



turtle in Rhonde Island

While spending the hurricane season there we continued to hear about new restrictions, islands opening and then closing again and how some of the sailors were worried about health and safety. We talked about it and put our boat up for sale on several Facebook and yacht sites. We set our price really high not expecting a quick sale as we really did not want to stop cruising, but a friend of ours told it was the best time to list a boat as everyone was trying to escape the Covid crisis.

After several weeks and only a couple of inquiries we decided to move on. Saint Vincent and the Grenadines had opened up and were accepting cruisers with a Covid test on arrival. This was great so on October 27th we set sail. Another great sail until we came across an overturned dinghy about 9nm from our destination. We approached fearing the worse but it turned out that a yacht had lost it when the painter broke. When we arrived in Saint Vincent the coast guard was happy to take it off our hands. I wonder if it ever made it back to its owner?



Nath swears it touched her brain



Becuibia is also famous for their model boats. Kids learn this skill from an early age.

We easily went through our 4-day quarantine and enjoyed many sundowners on the deck with our mooring neighbours who we had met while in the USVI (each on our own boat of course)

Once through quarantine we enjoyed a day on the island and decided that we would head to Bequia the next day. We spent several days in Elisabeth Bay and were hoping to head for the Grenadines so that we could visit the islands starting from there and work our way North. The night before we were planning to leave there was a massive crash in the night. A 55ft catamaran had broken its mooring and bumped into us. Thankfully there was not much damage and several of us managed to board the floating boat and deploy the anchor before it ended up on the rocks. We found out that the owner was in the states and could not return because their Covid test had turned out positive.



We spent several days waiting for the mooring owner to clean the scuff marks off our boat and do a small gelcoat repair but finally gave up and left for Union Island. While on route to Union Island we received a call with an offer on our boat. While we continued to sail and debate the offer, we lost two expensive lures, dodged one squall, went through a second and of all things hit a whale! That made the decision a lot easier (that and the offer was a lot more than we had expected).

So, we spent a few days exploring Union Island while we had another Covid Test in preparation for sailing back to Grenada. Union Island is pretty small and the community was hard hit with the lack of tourism. We found this in several places but it was really evident here with the vacant resorts, empty souvenir shops and closed restaurants.

Sailing back to Grenada the autopilot began to make a grinding noise. Figures that this would happen just before the planned sea trial with the prospective buyers. The day after that our engine failed to start and I had to purchase a new voltage regulator. Is this a sign that the boat doesn't want to be sold or a sign that we should sell it quickly? Thankfully it behaved itself the day of the sea trial and the prospective owners moved to the next step of having the survey done.

I managed to find a replacement part for our Autohelm and once again the boat behaved flawless during the survey. Interestingly the surveyor actually seemed to be trying to break the boat. We motored at a lot higher RPM than we had ever done and had the boat basically on its side during the sailing portion. Nath had to go below because she was afraid to be in the cockpit (this is the lady that went through 10-foot swells and weathered squalls with me on deck).

A week later the paper work was done and the boat was sold. Nath and I had discussed what was going to happen several times if the boat was sold, and we both agreed that we did not want to give up the cruising life. So, we looked for boats in BC that would be a good year around live aboard. This is when we came across Audacious, a 65' Phillip Rhodes designed steel hulled motor-sailor. We sent a couple of e-mails to the broker and after several back-and-forth correspondences decided to fly to BC to see the boat.

After 14 days of quarantine in an Air BNB we went to see the boat. It was a lot of boat for the money and badly in need of rescuing. We decided to put in an offer and it was accepted. Nath and I then left most of our worldly possessions (4 duffle bags) and flew back to London to see our daughter and catch up with friends.



Heading back with everything we own in 4 bags

Fast forward to now as I'm writing this article sitting in the lounge area (yes it has a lounge) of our new boat. Boat is wrapped in plastic as the yard is stripping off years of bottom paint so that I can have patches welded to the hull. Where will our new boat take us? We'll have to see.



Our new home

By the way, since we couldn't retain the name Audacious as the registry lapsed and another boat now has that name, we are renaming her Timmies-run EH! More adventures to come.

## SKILLS

### SAIL FASTER SAIL SAFER

#### advanced techniques: Helming skills

**Brian Thompson, Vendée Globe skipper and holder of 26 world sailing records, shares his tips for super-hot helming**



**Yachting World**

When you're sailing upwind in a monohull, the key is to minimise helm movement to tiny corrections and keep a steady heel angle. If the telltales are flying and the heel angle is correct, there is little reason to change course, so steer straight.

Remember, it is easier to lose speed than to build it up again so watch the boat speed; if it starts to drop, make a quick, small bear away to keep the boat moving fast. In small waves or chop steer exactly as you would in flat water. There is no need to steer around these waves; your speed should take you through them.

The technique is different in big waves on modern boats with flat-bottomed bows. In this case, to avoid slamming, gently steer to windward up the face of the wave and bear away slightly off the top. This creates more heel so you land on the stronger side of the boat.

## Reaching

When I'm reaching on a monohull, again I aim to go straight and fast with a constant angle of heel. A good technique for dealing with small changes in wind speed is to alter course slightly, coming up in the lulls and bearing away in the gusts.

With a big change in wind angle you must decide whether to follow the wind, or to retrim the sails. When sailing single-handed I tend to follow the shifts a bit more to avoid retrimming the sails all the time. Try not to move the helm too much and to feel the boat's balance. If it's overpowered then ease the mainsail rather than fight the rudder.

## Downwind

On yachts such as the single-handed Vendée Globe IMOCA 60s, which travel faster than the waves downwind, we aim not to surf too deep, but to sail higher and carry the speed on and over the next wave. On more traditional boats with symmetrical spinnakers or poled-out headsails, steer to keep a constant speed and angle of heel. This should help prevent excess rolling.

As the wave approaches your quarter, come up a little to keep speed on, then bear away to surf down the wave. As you come to the end of the surf come up a little to keep the boat heeling. This will stop her rolling to windward when the speed comes off.

In lighter winds aim to keep your spinnaker powered up, concentrate on the luff and boat speed. At the first hint that you are slowing down and the chute is collapsing, come up to reattach the airflow to the sail. Try not to exaggerate helm movements, keep it all calm and once the boat is going well, steer straight and keep on moving. In reality, the wind does not often make massive shifts so there is no need to make huge alterations in course. If you keep slowing down, then it is probably because you are over-steering. Make sure the telltales on the gennaker are flying well and don't get greedy; if you have a good boat VMG downwind then stick with that course.

## Steering a multihull

In light airs the big difference in steering a multihull is the effect of the apparent wind. In fast multis the apparent wind angle stays pretty similar whether you are at 45° true wind angle or 100° – you just go faster as you bear away.

This can make it very hard to steer well to windward. Good instruments help, but on the 35ft tri I raced in the 1992 OSTAR I would sometimes put in a tack and look at the angle I turned through just to work out if I was on the breeze or not.

Bearing away behind a big wave on a multihull could induce a capsize so must be done with caution. However, in bigger seas this method should stop the boat from hanging in the air so much and hopefully keep the leeward hull attached to the water. Reaching is the most dangerous point of sail for capsizing as when hit by a gust or wave you have the greatest angle to turn through to keep the boat safe. Bear away and you will have to power up before you reach a safer downwind angle; head up and the boat will heel more before it flattens out.

It is essential you know which way to turn. Slowing down will cause the windward hull to slam into the oncoming waves. On *Banque Populaire V* the riskiest true wind angle was 115°. At 116° we would always turn down in a gust, at 114° we would turn up.

Downwind on a multihull, I look at keeping everything very steady, watching apparent wind angle, true wind angle, course and speed.

## Top tips for setting up your autopilot

- To set up your pilot to steer to windward, hand steer the boat on a good course, engage the pilot, then dial down two or three degrees as this will allow for any small variations in the wind direction and allow for waves knocking you off course.
- If your pilot has apparent wind mode, this is the best way to steer upwind, but check that a wind shift will not put you off course and into danger.
- A well-balanced sail plan should require much less work from the pilot, allowing you to turn down the response or gain and save power.
- Take over from the pilot for short spells at regular intervals, as this will let you feel the balance of the boat and make adjustments when necessary.
- Remember you are still smarter than the machine!

## 'Icebergs' spotted off the shores of Lake Huron

CTV News London Published Wednesday, March 25, 2020 3:12PM EDT

**'Icebergs' are seen in the waters of Lake Huron near Oliphant, Ont. on Saturday, March 21, 2020.** (Source: Ken Naves)

WINGHAM, ONT. -- In what's become a spring tradition, "icebergs" are showing up along the shores of Lake Huron.



The massive ice structures are currently sitting in the waters just off Oliphant, which is just north of Sauble Beach. These "icebergs" were spotted by Ken Naves over the weekend. He says the best vantage point is from a kayak or boat, so you can see the sheer monstrosity of the ice structures.

It's not the first time "icebergs" have turned up along the shores of Lake Huron.

Last winter, there were several ice structures that hovered offshore of Oliphant.

*ED NOTE: A road trip after lockdown is lifted???*

