

# **DOCKSIDE SCUTTLEBUTT**

Issue 04-03

June, 2004

The Newsletter of The Fanshawe Yacht Club of London, Ontario. Issued six times per year to Members and friends of the Club. Edited by Ralph Smith; contributions and comments welcomed and should be sent to:  
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## **EDITOR'S COMMENTS**

What a Spring – seemed to rain at least every other day as we tried to get our boats ready for opening weekend. While working on my boat, I had the opportunity to watch Hans Schaffner toiling diligently on the Boat House, usually all alone. Hans said that a lot of the concept was stored in his head and it would have been a waste of time to have others standing around while the drudgery work was being done. Returning another day, the fact that the roof trusses had been installed was an indication that progress was indeed being made and we could hope for a timely conclusion. It's all but completed now.

Later, to illustrate how much work goes into opening and maintaining the Club, we will print the notes from Commodore Currie.

Speaking of Commodore Currie, I would like to thank him for keeping us informed as to all the aspects of running our Club. Perhaps, since he is retired from the normal work-week, he had more time to deal with the Club issues, but in response to my whining that we get little information from the Executive, he has been most co-operative in sharing news. Some items have been in the "consideration" stage and were not ready for presentation to our members in a finished form but he has done his best to have a "transparent" operation that we could only hope for from our London City Hall. In addition, operating without a Vice Commodore, Steve Currie has conducted operations for the last two years at our Club at a level that may be hard to duplicate and indeed may be seen as a deterrent to others striving to so as well. However, though Steve will be relieved of the onerous workload he has endured and executed in fine form, I'm sure he will be available to offer advice and encouragement for those who follow.

Our Secretary, John Bryant visited his daughter in the Belgian Congo, Africa. He has sent back some interesting comments that we will include as space permits, perhaps as a serial. His first transmission is included.

One thing the wet spring and resulting floods have emphasised, is the need to leave a length of line on deck of your boat that is clearly visible. Then, when confronted with rising water, those who have responded to the call to lengthen painters will be able to deal with your boat.

With the acquisition of an “On Site” manager for the Sailing School, it is expected that our students will be held to a higher standard of behaviour than perhaps we have sometimes witnessed in the past. Also, FYC Members who have a concern about any aspect of the School should not take up the matter with the Instructors – they should talk to Fred Eidt, Sailing School Manager. For your information, we print the instructions and rules that are provided to the parents and/or guardians of the students.

## **Welcome To The Fanshawe Yacht Club Sailing School**

### **Rules Concerning Behaviour:**

The Fanshawe Yacht Club (FYC) is a private club for the enjoyment of the Members. The Club wants to continue to provide access to sailing and instruction to the residents of London and it’s surrounding communities. With the help of everyone involved, members, parents and students, FYC will be able to continue to teach sailing and provide a safe and friendly learning environment. With everyone doing their part to adhere to the rules and codes as set out by the Club, we will be able to continue offering this popular program for many years to come.

### **The Following Will Not Be Permitted:**

It is imperative that students, and parents of students, recognize and realize that poor treatment of equipment and facilities, or poor conduct of students, will not allow the FYC to continue to provide the opportunity of learning to sail.

#### **Conduct:**

Conduct will be governed by the normal rules/regulations of any educational facility.

The following behaviour will not be tolerated:

- . Disruptive behaviour
- . Profanity
- . Disrespectful gestures or actions
- . Improper Dress

Swimming at the Fanshawe Yacht Club beach or off of boats during  
the launching or retrieval of boats

Unauthorized use of docks during school hours

Fishing

Smoking

### **Disciplinary Procedures:**

Any violation of the rules or codes of conduct will result in disciplinary measures. When recommending appropriate disciplinary action, the manager, head instructor, or instructor, may consider the following options singly, or in combination:

1. Verbal warning

2. Written warning. In the case of a written warning being issued, the student will notify the parent of his/her behavior with a written letter to be signed by the parent and is to be returned to the head instructor prior to the student's next class. This letter will constitute the student's final warning that his/her behaviour will not be tolerated.

(The parent is welcome to discuss the contents of the letter with the Sailing School Manager, or the Liaison Member of the Sailing School Committee, at any time.)

3. Temporary suspension (remaining time in session, loss of privileges or removal from program with no refund).

### **Additional Information:**

A complete copy of the Fanshawe Yacht Club Sailing School Guiding Philosophy Rules and Codes of Conduct is available at the Sailing School or online at [www.fyc.on.ca](http://www.fyc.on.ca).

## **OUR "HANDBOOK"**

Wally MacKinnon has done a fine job editing our "Handbook". For the benefit of our new members, this little booklet contains just about everything one needs to know about the operation of the Club. Of prime importance, is the "Emergency Procedures" contained on page one. We should all be familiar with how to cope with an emergency and they can happen as evidenced by Mike's tale.

Secondly, the persons with responsibilities are listed together with their areas of concern. If you have questions regarding a particular subject, please check out to whom you should address your call.

Finally, please familiarize yourselves with the Rules. Though they seem to be many in nature, they really just spell out common sense and if all abide with them, it will be a happy season.

# **Commodore's Report**

## **To the Executive Meeting May 3<sup>rd</sup>. 2004**

### **The spring work parties for 2004**

The weather was very good and so was the turn out. We had 50 people at the first work party and 52 at the second work party. I was acting as Vice Commodore for both of these work parties. All the regular jobs were completed with the exception the south docks. These docks were not installed at the time of the work parties because UTRCA needed to do some repairs to their backhoe which is needed to place these docks in the water.

Several jobs were completed besides the usual work required to open the club.

1. Some of the sailing school docks needed repair and this was done by Mike Morris and Jim Mackenzie.
2. Jim MacKenzie repaired the barrels under the south docks and he also repaired the front doors to the main chalet.
4. A member of our club, fixed the burners on both stoves, fixed the elements in both water heaters and tried to repair the club fridge. He got this fridge ready to be removed to the scrap metal company. (Two second hand fridges were brought to the club May 03 by Nico Jukema and Dave Valeriot, donated by Nico Jukema)
5. The hand rails were made higher on the steps going down to the main dock by adding and additional rails, to make them safer.
6. Steps going down to the beach area were repaired by using some of our spare interlocking stones we had left over from the repair to the north dock, walkway.
7. Jim MacKenzie also repaired the fence ends at the south end of the property.
8. School boats were sorted into boats that we will be keeping and those we will be selling. Three (3) have sold so far for \$500.00 per boat.
9. Wally MacKinnon and a small group began the inspection of the Mooring field.
10. The painting of the club boats were completed by Art Seager and John Burgess
11. The south docks will be installed by Brian Perry and a small group of others.

## **PR Report**

**On Saturday, May 1<sup>st</sup>, Mike Morris and two of our sailing school instructors attended a Boy Scout gathering at the Scouting Centre near Western University displaying our new CL-14 and his Venture 23 as well. They handed out many sailing school and club brochures. Several parents of these scouts showed an interest in our sailing program and advised they were interested in coming to our open house.**

**Cliff Lonsdale forwarded a draft copy of the press release. Two local MPP's will be attending our Commodore's Reception. Our new boats will be on display for this event.**

## **New CL-14**

**Three new CL-14's were picked up during the week of May 10/15 by a couple of members using their own trailers. This procedure will be repeated for the last of the boats to arrive later in June and this will save the club approximately \$1,500.00 in delivery fees.**

## **Person Hoist**

**I have spoken to Steve Dietrich, and he advised that he will be attending a meeting at London Community Living to discuss having this hoist installed.**

## **Membership**

**I was speaking to Otto and we now have approximately 100 members signed up.**

## **Club Stewart**

**Only one application was received for Club Stewart and that was Doug MacKenzie. Doug MacKenzie will be Club Stewart for 2004.**

## **Membership Handbook**

**Wally MacKinnon has now completed the handbook and taken it to the printers for printing. These books will be handed out to the membership at the end of the Commodore's reception.**

# 2004 June Bug Regatta at Fanshawe Yacht Club

by Peter Wilkins

Fanshawe Yacht Club hosted the 2004 June Bug regatta weekend on 12 and 13 June with twenty-seven boats registered in five fleets. Visiting crews drove from various places in southern Ontario, plus one twelve-year-old beginner, Neil Roberts, who came from the Cambridge area to try out racing for the first time. The winds blew well for this time of year at 8 to 10 knots and the sun shone frequently so it was great to be on the water.

It was interesting to note the range of ages of the skippers registered. The youngest was Neil Roberts, noted above, while the eldest was George Blanchard who admits to being 92. A range of eighty years! Quite a contrast!

Six races were run over the two days resulting with winning boats as follows:

- |                              |  |
|------------------------------|--|
| Wayfarers (10 boats)         | - 1 <sup>st</sup> place - Rick Goldt with Aaron Goldt and Tracy Arnott |
|                              | - 2 <sup>nd</sup> place – Brian Jeffs with Scott Bamford               |
|                              | - 3 <sup>rd</sup> place - Jens Biskaborn with Sharon & Kevin Biskaborn |
|                              | - 4 <sup>th</sup> place - George Blanchard with Mike Codd              |
| Lasers (6 boats)             | - 1 <sup>st</sup> place - Brad Biskaborn                               |
|                              | - 2 <sup>nd</sup> place - Grant Town                                   |
|                              | - 3 <sup>rd</sup> place - Steve Dietrich                               |
| Dart 18 Catamarans (5 boats) | - 1 <sup>st</sup> place - Carman Yausie                                |
|                              | - 2 <sup>nd</sup> place - Steve and Barb Graff                         |
| Cruising Class (4 boats)     | - 1 <sup>st</sup> place - Hans Schaffner                               |
|                              | - 2 <sup>nd</sup> place - Bob Hendry                                   |
| Portsmouth timed A fleet     | - 1 <sup>st</sup> place – William Pol                                  |

A big thank you goes to Rick Goldt for anchoring the regatta committee (again) and to all the volunteers that supported the racing weekend.

Editor – Apparently, modesty prevents Peter from thanking himself and Ravi Gupta for their work on the Committee Boat all weekend. Thanks to both of you for an essential job well done!

## LETTERS

Though we welcome all letters, this is the type that we don't like see.

Hi Ralph:

Reluctantly I am giving up my boat after 10 enjoyable years at FYC. I was sick with bronchitis over the first spring work party weekend - first one I have missed and still feeling my age. So I have decided it is time to surrender the boat to someone else. I'll retain my club membership for the year, of course, and feel badly about bailing out at a time when so many exiting improvements are in the works, and so many extra hands needed. If I get a chance I'll try to be out to help over the summer.

Cheers

Will you please include the following in the next Scuttlebutt.  
Thanks

Gord (Sanderson)

FOR SAIL - SIREN 17 - Good condition. Mainsail & Furling jib. New mainsail cover. Set of seat cushions, fibre cabin floor mats, Tilt trailer. \$3,500. Call Gord @ 645-8886.

## TRAILER STORAGE AT UTRCA

Well guys, seems like we have fouled our own anchorage!! When I went to put my trailer into storage in the UTRCA compound, I found access barred with only their lock in place. Seems like they counted up the number of boats/trailers on site and they exceeded the number of \$20.00 bills in their till! As a consequence, one must attend at the camp office and have them page a "Security" truck to have them come to open the gate.

This is not a great inconvenience to us as the security people are usually quite close at hand. However, the summer trailer storage rate is only \$20.00 and our reputation is being damaged by a few. Please pay up!!

## Our “Person Lift”

Continuing to pursue the goals of the Trillium Foundation Grant, Commodore Steve, accompanied by Otto Biskaborn and Ross Green, journeyed to Hamilton to view their “person lift” used to allow people with disabilities access to their boats. Because of our fluctuating water levels with which Hamilton does not have to contend to the same extent as do we, there will have to be some modifications to ours, the details not yet in place.

The hoist is worth \$2,700 (translation – that’s what they charge). It is the platform ramp and dock that cost the extra money. We have been given \$3,300 from the Trillium fund for this project. That allows us only about \$600.00 to have it installed. As you can see, \$600.00 will not go very far if we follow the method used in Hamilton, where they constructed a dock with a ramp able to accommodate wheel chairs. In addition, they do not have to contend with the severe inclines that our ramps require.

Pictured below is Ross Green, Otto Biskaborn and Jenny Hill, Vice Commodore of the Royal Hamilton Yacht Club. Jenny Hill, the sister of our own Anne McEwen, graciously agreed to meet with our people and illustrate just how their access chair works. We do have some problems to resolve!!



Person Lift at Hamilton Yacht Club as photographed by Steve Currie

# **VICE COMMODORE!!**

Still, at this late date, no one has come forward to assume the position of Vice Commodore. You can be assured that Commodore Currie does not want to continue the work load of two people into next year so just who is going to be Commodore in 2005? With Commodore Currie having done a remarkable job, spending many hours on Club business including several trips to Fort Erie attending to the purchase of the CL 14's, he may have shown the job to be too time consuming for most others to consider.

What we are looking at is no one will be in command next year. With Steve moving on, we will need both a Commodore and Vice Commodore so what to do? Are these to become paid positions to attract applicants? Have the jobs grown to such a level that no one will assume them? Can only retired people cope with the work-load? Why not a female Commodore? Anne McEwen certainly showed ladies can do a fine job but in fairness, Anne put in a great deal of personal time as well.

Any solutions to this serious problem would be appreciated by all of us who wish to keep this club running effectively. Maybe we need more than one Vice Commodore to share that responsibility while relieving the Commodore of some of that load – why not split the jobs?

The Canadian Power Squadron here in London, has quite a few officers. All are important and needed in the duties they perform, especially the course instructors, but the one job in particular that perhaps we should copy is the “Executive Officer”.

This person is really an assistant to the Commander and deals with administrative duties and therefore relieves the Commander of much of the workload with which our Commodore has to personally contend. I think we should consider this addition and if it takes an amendment to our Constitution, then we start the process immediately so we can deal with the change in our November and January meetings. This person need not be included in the normal line of ascension of officers and indeed could be considered as a permanent “adjutant” for as long as that person would serve. The person, gaining experience, would be an asset as an advisor to the newer members of the Executive as well.

Please send us your suggestions and we will print them in August. No idea will be considered too unworkable or too silly to be entertained. If we get enough, perhaps we can cobble a solution from them all that will allow us to sail happily ever after!!

# **Sailor Mike is back writing!!**

Here's some stuff for the next Scuttlebutt.

(1) With the assistance of Ross Green, my senior apprentice, and Nico Jukema (carpet procurer) the main dock is fitted out in fine industrial carpet for 2004. Many thanks to Ross and Nico in helping me get this job done. 2004 will see almost the total 500 feet of dock frontage covered.

(2) If someone is looking to add lettering or graphics to their boat they should give "Auto Art signs and graphics a try. They did the lettering on the transom of "About Time" our new olde Luger.

(3) FYC once again got a spot on the NewPL morning show prior to the Open House. We were on air on MAY 26 at 810AM.

and

The 11th annual THOUSAND ISLANDS CRUISE will be June 18 - 26. Usually a fleet of 10-15 trailerable sailboats take part. This is an authorized Trailer/sailor Association cruise but others are welcome.

This year we will sail from east of Kingston west to Picton and back. If interested give me a call 451-7309. Always a good time with a group of fun people.

That's it for now. Olde mike

Editor – Sailor Mike can be reached at 451-7309 or at [Sailormike14@hotmail.com](mailto:Sailormike14@hotmail.com) to join other Trailer Sailor events.

Also, Sailor Mike has perfected a "one-person lifting device" for raising your mast. Give him a call to take a look and perhaps acquire one for yourself.

Quote -

**Never be bullied into silence. Never allow yourself to be made a victim. Accept no one's definition of your life; define yourself."**

**-- Harvey Fienstein**

# LETTERS

Hi all,

Thought I'd send you a message from Long 26°27 min East, Lat 10°50 min South. Put that in your GPS's and see whether they can locate us in darkest Africa! This is a wonderful unorganised trip – we're seeing something new every day. Just going with our daughter to get some groceries in the shops here is like stepping back in time 100 years into the streets of India – the shops, even the European managed ones, are like little fortresses with the owners and assistants guarding the goods behind wire mesh walls above the counters. They all seem to sell a strange variety of goods – today I found coils of heavy steel cable and big machetes mixed up in the same shop as food and beauty stuff! You have to find out which one sells what things – there may only be one place in town for light bulbs, but everyone seems to sell Kiwi shoe polish. The streets may be nothing but potholes, but cell phones are everywhere.

Just going to get a few vegetables in the local market yesterday was an incredible experience. Dozens of vendors were crammed into a narrow, walled – in market compound that had very narrow entrances and exits. The smell from the dried fish section and the palm oil vendors just inside the entrance was just incredible! As well as dried fish, blackened grasshoppers, roasted locusts and fried caterpillars, there were piles of some very strange blackened creatures that looked like smoked frogs or lizards on sticks – I didn't linger too long to find out what they were as the smell was beginning to catch me in the throat! We hurried over to the vegetable section past sacks of flour and bins of (I think) ground manioc, buzzing with bees, to pick up our bok choys, green beans and bananas plus a beautiful green papaya, and shuffled out into the fresh air.

My daughter seems to have become used to the shops, but she won't go near the market unless she goes there in strength. She took us with another woman from South Africa, who knew her way around; all the same, we borrowed a couple of sturdy lads from a friend's shop to shepherd us whiteys through the packed alleys among the market stalls. We needed the reinforcements right away; there appeared to be a sort of court jester who followed us all the way through blathering away about the choice goods on sale. As we came out of the vegetable stalls he must have made some very coarse joke at our expense, because the whole veg-and-fruit section erupted with a great roar of laughter that eased the tension a bit! We got out unscathed past the dried fish and fled into fresh air without losing too much of our dignity.

Now we're planning a trip out into the bush to visit a friend's farm in the next day or two – I'll send another despatch after we get back to partial civilisation again.

Hope everything's going well back at the old homestead!

Cheers and all the best,  
John Bryant

Editor – to be continued!

## **SAILOR MIKE TO THE RESCUE**

Or - Fanshawe Lake's answer to Tom Sawyer & Huck Finn

On May 24, I went over to the lake to see how high the water had risen and make sure my boat was Ok. Doug Jones was leaving and said he saw a couple of people standing out in the water fishing. Later as I rowed out to check on the boat, I saw 2 people that looked to be standing on the water outside of the north moorings. I rowed out close to find 2 young lads, maybe 8 and 10, with fishing gear.

I asked what they were standing on and they said a raft they had built. Close inspection showed they had a piece of a dock about 7X4 feet with 2 logs tied one on each side. Their soul means of propulsion was a broken piece of 1X4. They had a bag full of rocks (anchor) and about 10 feet of anchor rode. When I told them they were floating in about 40 feet of water they assumed the look of a couple of soggy puppies. The wind was up and left unaided they would have ended up on the south shore.

I rowed back, got one of the Whalers and towed the boys and raft north to the shore beyond the club fence line. There I cast them loose to drift ashore. I stood by and watched as they arrived safely and instructed them to tie the raft to a tree, which they did. I explained to them they were lucky kids and suggested the raft thing was not such a good idea.

The older agreed and thanked me and up the cliff they went. A potential mishap was avoided.

**Sailor Mike**

Editor - Thanks to Doug and Mike, a possible tragedy was averted. Way to go, guys!! But you have to wonder where the parents were in those days of high water!

# COMMODORE'S RECEPTION

Despite unsettled weather, the Commodore's Reception went on as scheduled. The highlight of the event was the celebration of the approval of our application to the Trillium Fund of the Province of Ontario. To give you an idea of the extent of the effort put forth by many, we print the following which was prepared as a release of news to the media prior to the event -

## REJUVENATION ANNOUNCED FOR LONDON SAILING SCHOOL

Fanshawe Yacht Club's sailing school is undertaking a major program of rejuvenation, aided by a grant from Ontario's Trillium Foundation. The program includes the purchase of a new fleet of boats, improvements to shore facilities and the hiring of a sailing school manager.

"These improvements offer a wonderful opportunity for people of all ages to learn to sail with the very best equipment and the most professional instruction," said Steve Currie, FYC's Commodore.

The Trillium Foundation has granted FYC \$69,900 for the project. Plaques recording the contribution will be presented during a ceremony at the club on Sunday, May 23, 2004. The presentation will be made by Khalil Ramal, MPP, London-Fanshawe, John Wilkinson, MPP, Perth-Middlesex, and officials of the Trillium Foundation will also participate. (Ed. The Trillium Foundation was represented by Sheila Simpson, Program Manager, Western Ontario and the MPP's were present as advertised)

The sailing school will purchase between 8 and 10 new CL-14 sailboats, the first of which will be delivered in time for the presentation ceremony, said the school's Director, Josephine Scarlett. The school offers CYA/OSA approved sailing courses each summer for youths and adults.

Improvements will be carried out to shoreline facilities and the school will install a special hoist to assist disabled sailors. The club also plans to replace the aging sailing school building.

"All of this comes together to give the sailing school a real shot in the arm," Josephine Scarlett said. "It makes Fanshawe Lake an ideal place to come to learn to sail, no matter what your age or experience."

For qualified students, FYC offers opportunities to share in leasing sailboats, significantly reducing the initial cost of sailing.

“We’re doing all we can to make this club as open and accessible to everyone as we can. Sailing is for everyone. This is a self-help club with low annual fees. Everyone’s welcome,” said Commodore Currie.

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Preparing for the event, Fred Eidt, Manager, Sailing School cleaned, rigged and positioned a new CL 14 as a backdrop for the presentation area with Bobby Hampton providing the decorative touches making the event as professional looking as one could hope for given the conditions. Commodore Steve Currie accepted the “Award” on behalf of the Club to the applause of the gathering and the flashes of cameras.

Retiring to the Chalet where the tables were prepared for the “Wine and Cheese” party by the Social Committee, the members enjoyed the annual event which gives us the opportunity to meet with those who we seldom see in such a setting. A highlight of the event was the award of the trophy for –

## **MEMBER OF THE YEAR**

TO

## **HANS SCHAFFNER**

Hans, a member of the Boat House Building Committee has been working tirelessly on this project even before actual construction began. The framing was done with the detail work almost exclusively completed by Hans.

Further, Hans has been a member of FYC for many years, being Commodore in 1978, always a racing enthusiast, winning many events in his Y-Flyer in those years and he continues to help the Club in any way he can. His carpentry ability has been put to use many times at the club and we would be hard pressed to replace him.

Well done Hans – an award earned several times over!!

Seizing the opportunity as many members were present, Len Macdougall, Chair of the Building Committee, thanked the people who

had served and who were instrumental in bringing the Boat House Project to a successful conclusion. Those who Len named were –

Hans Schaffner, Brian Perry, Doug and Jim Mackenzie, Graham Forster, Bert and Josie Renes, Andy Turnbull, Craig Napier, Ross Green, Peter Wilkins, Gord Debbert and Peter Norris. Thanks to all! Of course, of great importance, was the effort of Past Commodore Marc Lacoursiere who spent many hours preparing the application to the Trillium Fund which was eventually approved for most of what was requested. It is not an easy task to satisfy this august group as they have strict goals and procedures which must be met. Marc met them all – well done!!

Fred Eidt, filling the newly created job of “Manager”, Sailing School has some interesting ideas that should improve the operation of the school. One aspect that will save other members some time at the work parties is that the instructors will have the school boats stored in the Boat House at the end of the school season, saving us the need to transport them and store them in the Chalet – welcome news.

One idea of my own is to have a “bumper rail” installed inside the building to stop anything from bumping the “tin” from the inside (read bumping the walls with boats on dollies )putting inverted dents in our new cladding. Anything that would save the early denting and disfiguring of the building should be considered.

Finally, in this regard, it is interesting to see we have some colour at the Club with the blue and white tin cladding. Here-to-fore, our “brown” colours were requirements of the UTRCA. Perhaps they are seeing the benefit of change. However, if one is inside during a hail storm, the noise should be entertaining!!

## **MEMBERSHIP**

Our Membership Chair, Otto Biskaborn reports that though we have been losing some of our more senior members, we have gained a significant number of new ones. A most encouraging trend.

For veteran members, please identify yourself to strangers and make them feel welcome and offer any assistance that could make them feel like they are part of our group.

## UPCOMING EVENTS

**EXPLORING THE NORTH COUNTRY** – The annual trailer trek to the North Channel has been shortened as far as driving is concerned. This year, instead of going all the way to Spanish, the Fanshawe Cruising Club will be launching at Britt, a community about half way between Parry Sound and Killarney. The date established for departure is July 16 and they should be coming home on July 26, avoiding the weekend crowds. If you are interested in joining this group, you can contact people like Doug MacKenzie, Hans Schaffner, or Les Pomeroy for more information.

**ONTARIO SUMMER GAMES** – As we reported in February, the Games are scheduled for August 19 to 22. This is interrupting our Sailing School classes and could make recreational sailing for our members difficult at best and impossible at times. Please judge for yourself if there is room for you and your boat in the water. Further complicating this time is the annual Dragon Boat races on the weekend of August 21 and 22 though they use only the area close to the west shore by the beach and pavilion.

From the earlier report of Rick Goldt -

“The issue we bring to the Executive is the marathon canoe racing venue which is proposed at the yacht club in order to avoid conflict with the rowing venue. Marathon canoe races will be up to 24 km in length and will take place mostly at the north end of lake even up the river a bit. I assume they may want to make use of our great viewing areas as well at the north end of the club grounds. Many things still need to be discussed such as security (which is being tightened). We only talked about porta poties so far as other needs to keep the load off of our system.

The overall effect on regular sailing activities at the club are unknown at his time but likely club members could use the grounds and full lake in the evenings. Daytime spectating on the water may also be possible especially if we want to take out spectators. You can see that on the Saturday that use will be likely be significantly restricted due to the 3 events going on.

It is assumed that the Sailing School may need to be cancelled for this week or at least restricted to Monday - Tuesday.

Volunteer opportunities will be there. We assume there will be a central registry for this run by the games committee that everyone will need to be registered under.

We have indicated to OSA that we will be running the Race Committee.”

(signed) “Rick”

## **THE CLUB CHAMPIONSHIP**

Right on the heels of the Ontario Summer Games is our Club Championship, seemingly early, on August 28 and 29 – however, there is lots of great sailing in September, my personal favourite time.

Following the Championship race on the Sunday will be the annual Corn Roast – always good and fun! - Will be advertised again in August.

**OUR ANNUAL BANQUET** – Though we have had our banquet at the St. George Society Club House on Dundas Street East for the last several years, consideration has been given to locating the event to a more central location.

Suzanne Goldt has come up with some ideas and other suggestions would be considered. However, the organizing of this event is normally the responsibility of the Vice Commodore and of course, there is no such person in our organization. Perhaps someone with experience in organizing social events would like to volunteer? Suzanne sounds like she is the perfect candidate. With her obvious organizational skills, she could likely arrange some help to lighten the work-load.

The annual Banquet has become the subject of continued discussion as to it's value. In past years, when we had a very active racing program, there were lots of trophies to be awarded and indeed, that aspect guaranteed that at least the recipients of the trophies would be there.

Held in November, it seemed to be a fitting conclusion to another sailing season and those who have been faithful attendees always seemed to have enjoyed themselves, but then, maybe we are just genuine party goers and have fun where ever we are.

However, there is no such thing as a “free lunch”! There is a cost involved in presenting a banquet as in room rent, food catering, music and so on. Small losses in the past have been covered by the Club but any loss underwriting is a drain on our assets and must be kept to a minimum. So, if you can offer suggestions to Suzanne and perhaps lend a hand, great. I’ll be there as long as it’s not in the first week of November!

## **NEW CL – 14’S**

On June 22, Commodore Currie, Otto Biskaborn and Nico Jukema are scheduled to again journey to Fort Erie to bring home the remaining recently constructed 4 CL 14’s. Nico takes his big trailer, and Otto with his van pulls Steve’s trailer and the resulting saving as compared to shipping by outside carrier is close to \$2,000.00. Our thanks to all of these people who have worked so hard to get these boats here for the new Sailing School sessions.

We have been fortunate to have Steve Currie as Commodore during this year of applying the funds from the Trillium Foundation. Many hours in meetings, trips to Fort Erie and Hamilton have been needed and Steve has been there! Perhaps now that the Boat House has been built, the new CL – 14’s in hand and a better idea of what is involved with the “Person Lift”, the Executive for 2005 will not have to expend the time Steve has been forced to and the work load will be significantly reduced for new applicants. The job description for next year and beyond should be back to where it was before this unique activity.

## **"Radio Operators License**

Any of you out there who do not yet have a Canadian Radio Operator's License for your VHF marine radio? The London Chapter of the Canadian Power and Sail Squadron runs courses each year but the next one is not scheduled to happen until later this fall. I was speaking to a representative of the Squadron at our club's Open House a few weeks ago and he suggested that we might be able to get a short, intense course organized sometime this summer for members of FYC if a class of 6 or more could be assembled.

If any of you are interested please contact Wally MacKinnon at 641 - 3989 or by email at [wmackinnon@exinconsulting.com](mailto:wmackinnon@exinconsulting.com) and let's see if we can get something set up. "

# **SEE HOW THE OTHER HALF WORKS**

By Josephine Scarlett, Director, Sailing School

The FYC Sailing School is a partner with the YMCA for the Bussing/Care Zone program and the FYC Sailing School Instructors teach the Y Sailing Camp for 9- one week courses to kids 9 to 12 years of age to foster skills in basic sailing( no certification). To see this program in action, plan to attend at the Main Beach, Fanshawe Park on June 24 where there will be a demonstration from 6:00 to 8:00 PM.

As a matter of interest, most of the YMCA programs that used to be held at the George White Centre on Clarke Rd have moved to the UTRCA main beach area this year.

## **CLUBWEAR**

At every event, be it the Commodore's Cup/Reception, work parties, regattas or whatever, Lori Chesman shows up with her display of sportswear boldly displaying our crest. They really are attractive looking goods.

To avoid tying up club funds in costly inventory, Lori has devised a plan where orders are sent to her supplier only when she has 6 orders. As a consequence, sometimes delivery can be delayed a bit. However, this method of selling has eliminated the need for having a fire-sale of out of date goods. (I'm still wearing some of the outdated stuff)

So, there are order forms in the club house and Lori can be reached at 659-4633 to provide more information.

\* \* \* \* \*

**Final thoughts -**

Please keep thinking of ideas that will help our Club. We have so many to thank for their ongoing contributions that to try to name them would mean we would miss some and we don't want to do that. There are those who have special abilities like welding, electrical and general contracting and we can't do without them! There are people like Nico Jukema that brought us the lovely refrigerators in the kitchen – and got us the carpet to cover the tires – wonderful! However, we need ideas too and especially, a Vice Commodore now and one at year end as well. Please give the matter some thought as we need to enlist some younger people for the ongoing life of the Club.

Have a good summer where it only rains on week days!

# **NEWS FROM THE SAILING SCHOOL**

By J. P. Scarlett, Director, Sailing School

- **Wow!!!!!!!!!!!!!! what a year - new boat house completed in how many months ? A first for FYC**
- **Sincere thanks to Len Macdougall, Hans Schaffner and all the many behind the scenes people and the up front helpers**
- **Great new sailing school committee - full of enthusiasm and ideas (see pg2 in members handbook for names)**
- **New Sailing School Manager Fred Eidt**

## **EVENTS**

- **Our PR person Bobby Hampton organized the Trillium Plaque presentation/Media event - of course the media did not appear as that was the day the election was called. I came, dropped off the plaque and went back to my sick bed!**
- **Fred Eidt made the new CL14s (compliments of the Trillum Grant) ship shape then a tree in an attack mode spit little green bits on the inside of one of the nicely cleaned boats – heigh-ho**
- **Wally MacKinnon re-designed the parents/bussing pamphlet which means it costs less to mail out**
- **Larry Monger and Fred Eidt are working on a curriculum so that all the instructors are on the same page when teaching both adults and youth**

## **INSTRUCTORS**

- **Head Instructor: Tim Westmorland**
- **Assistant Head: Andrew Dittmer**

### **Instuctors:**

- **Peter Norris**
- **Jay Vens**
- **Ryan Vens**
- **Jen Spencer**

Thanks to Otto Biskaborn for his part in the on-going success of the sailing school, he being the first contact between parents and the rest of the sailing school system

- Ontario Summer Games : We are trying to put together a team of 4 to represent the Fanshawe Yacht Club and Sailing School but the format has changed some what since last Fall and there has to be a female on the team and we are trying to find from the sailing school. The types of boats to be used are on loan from the Sea Cadets" Pirates" which is similar to the CL14 but heavier.
- Registrations are up. The first two white sail level courses are full and YTH -04 only 6 places left as I write
- There is an extra phone line to sailing school from June28 to Sept 03 (2short rings 3 times ) do not pick up the phone as if it is not answered at the school, the call will go to the club answering service and please DO NOT give anyone's home phone number any time even if the calls are for the yacht club.
- All of us at the sailing school can't wait to move from our cramped quarters (shall we have a wake for the old trailers?)
- We must have a ceremony to celebrate the boat house opening!!

Once again on behalf of the FYC Sailing School our sincere thanks to all who brought this project to fruition.

Josephine P. Scarlett  
Director FYC Sailing School

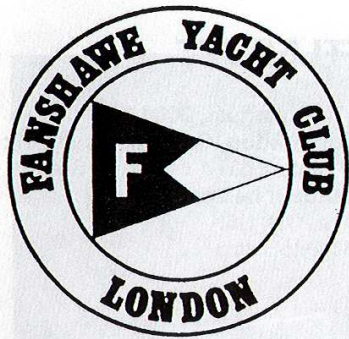
## **MEMBERS NOT INCLUDED IN THE HAND BOOK**

**FOLLOWING ARE THE NAMES OF MEMBERS WHO WERE NOT INCLUDED IN THE HAND BOOK FOR ONE REASON OR ANOTHER — OR THERE ARE CHANGES IN THE INFORMATION**

Aggerholm, Robert 378 Grandview Avenue,  
London, On, N6K 2T2 641-8049

AUKSI, London, On,	Peter N6G 5E2	290 - 0270 North Centre Road, 850-0649	
EIDT,	Fred	address about to change 641-0764	
FUHRY, London, On	Peter N5W 1K2	22 Jasper Crescent 451-1727	
GREGORY, London, On	Scott N5Y 2T2	1061 William Street 679-8048	
HAWTHORNE, London, On,	James N6C 1B1	14-34 Stanley Street 438-6935	
HAYHURST, London, On,	Steve N6A 3S5	793 Wellington Street 660-6843	
HOWES London, On,	Tom N6A 4A7	989 Colborne Street 433-9184	
JACKSON, London, On,	Deborah N6G 1S4	219 Wychwood Park 657-0844	
KNOWLTON, London, On,	Cristina N5Y 1M4	32 Lyman Street 451-2695	
LACOURSIERE, London, On,	Marc N5X 3B9	101 Midale Crescent 439-9574	
MARIENWALD, London, On,	Michael N5W 1J4	148 Ellworth Crescent 451-3203	
METEL London, On,	Mark N6K 4K2	94 Sports Field Court 641-4550	
PATTEN London, ON,	Michelle N5X 4L3	436 Whisker Court 672-4064	
SAKER Brydges,	Mike NOL 1W0	22083 Gibson Road, 264-9273	Mt.
SCARLETT London, On,	Josephine N5W 2C5	1357 Brydges Street, 451-5497	

<b>STANLICK</b> London, On,	<b>Robert</b> <b>N5V 3N1</b>	<b>22 Hearthside Place</b> <b>451-9491</b>
<b>SULLIVAN</b> London, On,	<b>Tom</b> <b>N6E 3P8</b>	<b>95 Ashley Crescent</b> <b>686-3724</b>
<b>TISSEN</b> London, On,	<b>Doug</b> <b>N6G 2Z9</b>	<b>62 Gablewood Crescent</b> <b>641-6465</b>
<b>TURNBULL</b> London, On,	<b>Andy</b> <b>N6C 2K8</b>	<b>170 Iroquois Avenue</b> <b>438-6103</b>
<b>VENS</b> London, On,	<b>Ryan</b> <b>N6J 1T9</b>	<b>63 Westmorland Place</b> <b>471-4525</b>



# DOCKSIDE SCUTTLEBUTT

