

DOCKSIDE SCUTTLEBUTT

Issue 05-04

August, 2005

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
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EDITOR'S COMMENTS

Another strange year for weather – it looks like rain, seldom does but it does make one hesitate to get too far from land. However, the water level has remained relatively good and the Zebra mussels seem to be keeping the algae under control.

How nice to see the wee boats from Woodenden Camp zipping around – well maybe not zipping exactly but from what I have seen, the kids are having a great time – lots of laughter and having fun. Congrats to the supervisors with the patience who makes the lives of these kids a little better!!

Now to my “Wish List”. It was a great gesture for the Sailing School instructors to buy the water cooler for the Chalet from their hot dog and hamburger fund. However, unless you can drink out of your hat, it would be nice if we had a cup dispenser full of drinking cups – just a thought.

And, if and when we have some extra dollars, (likely never) wouldn't it be nice to pave some 20 feet each side of our entrance gate so we don't track all that dust into our cars, onto our drives etc – just a dream!!

We now have a few submissions from our regular reporter, Sailor Mike and Graham Forster has found his writing mode. Great stuff guys. Now, if only we can get a few more articles like from the West Coast and Newport News VA or from where ever, we will have a real international publication!!.

SAILING SCHOOL REGATTA – 2005

By Jens Biskaborn

On Saturday June 25, and Sunday June 26, we held the regatta for the adult graduates of the sailing program. The regatta was sailed in the school CL14's and the graduates manned the tiller, and FYC members acted as crew. After each short race, the crew switched boats, and went out to race again.

Saturday morning, we realized that we were short a few boats on the water for the number of grads that were going to show up, so we had to do some fast scrambling to rig up some more CL14's. We had 8 grads show up for the racing on Saturday. In the first race, I learned that I had to use more common English terms when telling my skipper what we had to do during the race. We were on port tack coming to a starboard tack boat. I said " we should bear off " and after repeating it again, with no action, both boats came head to wind to avoid a collision. Talking to the skipper, I realized that I should have said that we need to go behind the starboard tack boat.

We must have had 6-7 short races Saturday afternoon, and the improved skill level of the grads was very noticeable as the racing continued. By the last couple of races, the boats were very close to each other at the finish line. We didn't convert every student to racing, as we had one who said he had enough after the first race, saying that it wasn't for him. But the rest of the grads had a great time and were itching for more racing. One couple told me that now they needed to get 2 boats, one for racing.

On Sunday, 7 different grads were booked to race, but the wind failed to show up so we had to cancel the racing. What we did, was walk around the different types of boats in the parking lot, discussion the various features of each, and their pros and cons. The grads were disappointed that the racing didn't go, but said that they learned quite a lot just on our boat walk around. This was a great way for the grads to get into racing and meet some club members. I have to thank the FYC members who helped me put this regatta together. Peter Wilkins ran the race hut, and even rescued an over-turned non-club boat.

The FYC crew members were: Jeff Eames, Stuart Dickinson, Rick Goldt, Robert Kennedy, Craig Napier, Rob Perquin, Carl Holland, Brad & Kevin Biskaborn.

F.Y.C. Open House Report, 2005.

Stuart and Rosemary Dickenson

Thanks to all of our volunteers for making this year's Open House on May 28 and 29 a great success. In total there were nearly 60 club members helping out over the weekend, with many of them in attendance on both days. Unfortunately, stormy weather on Saturday kept the number of visitors down on that day, but with perfect sailing conditions on Sunday, attendance rebounded. Some of the visitors who didn't get a sail on Saturday because of the weather returned on Sunday. Many people stopped to talk to the greeters at the gate as they left and said they had had a great time. Here are the figures:

Number of Rides	Number of people	Number of packages
Saturday 80	178	70
Sunday 189	275	113
Total 269	453 (479)	183 (194)

(brackets indicate 2004 figures)

13 adults and 5 youth students registered for the Sailing School during the weekend. Additional youth registrations, resulting from information that parents took away, were being received at the time of writing. 63 people entered the prize draw, the winner of which was Robert Cecil.

Many people helped behind the scenes preparing for this event: Carleen Hone, who knows the names and boats of almost every club member, organized the dock and rides and helped with the pre-event planning; Mike Morris took on the important task of finding locations for the portable signs and obtaining permits; Bobby Hampton rewrote the welcome handout and posted information on bulletin boards; Rob Perquin designed and printed the poster, raffle tickets and name tags; Peter Wilkins organized the sailing school boats, registration for sailing lessons and sent out some PSAs; Mike Wareing was in charge of the kitchen and cooked chilli and hot dogs for the volunteers; Josie Renes cleaned out the kitchen and did an inventory of the supplies; Roy Elworthy looked after the safety boats; Doug Jones organized the catamaran rides and the beach. Many others helped by providing information or giving advice.

We would like to thank all those who so willingly participated in making the Open House such a success. This is a very important event that benefits both our club and the public.

CLUB CHAMPIONSHIP REGATTA - 2005

September 3, 4

Notice of Race and Schedule of Events

**Rules as per Racing Rules of Sailing (IYRU 2005-2008)
as amended by the Sailing Instructions and Club Eligibility (Member's
Handbook)**

Saturday Sep. 3

12:30 - Skippers meeting

13:00 - First Race and races to follow back to back

17:00 - last start of day no later than

18:30 - dinner - bring your own Barbecue (and libations)

Sunday Sep. 4

10:00 - First Race of Day, races to follow back to back

14:00 - Last start of regatta no later than

15:00 - Champions of Champions Race

Prizes to follow during the annual FYC Corn Roast

Regatta Chair : R. Goldt

F.Y.C. CORN ROAST

**Please plan to attend the Club Corn Roast that follows the
Championship race. Always a good time with good food.
There will be "sign-up" forms in the Chalet where you are to
let us know how many hot dogs and ears of corn your party will
consume so we can buy accordingly. There is a nominal charge of 50
cents per item, including soft drinks. Coffee has been provided free in
the past and we would expect it to be so again. However, if you like a
nice Chablis or Chardonnay with your dawg, you'd better bring your
own!**

Of course, volunteers are always needed and are welcome.

**Hard to believe the Club Championship signifying the official end of the
season is in August with so much time left to enjoy the colours of the
fall season!!**

News from the Sailing School

Since I missed the deadline for the previous Scuttlebutt, I have to be sure to make this one!

It has been a busy time at the Sailing School this summer. Starting with the Open House weekend, when we signed up 13 adult students and 5 for the youth courses over the two days, and we talked to a bunch more. I think I talked nearly non-stop for the whole weekend. The adult registrations were particularly urgent because the courses started during the week after the Open House.

Since Fred Eidt realized that his work commitments were conflicting with his role as Sailing School manager, we had to find someone else to take on the position. Fortunately, Michael Perks applied for the job and he has joined our "staff". Mike and Anne Marie, his wife, are new members at FYC this year with a red Lightning that can be seen swinging on the mooring in the harbour. Mike has jumped into the role with "both feet" and we are glad to have him aboard.

Our instructor staff this year is headed by Andrew Dittmer, a very capable young man, with an Orange level teaching certificate and lots of good ideas for teaching our students. Andrew has been part of our instructor staff in past years and now has an opportunity to show us his leadership skills. Also returning to our staff this year, we have Peter Norris, a Blue level instructor who has taken charge of our Bronze program for the juniors and is doing a fine job of teaching our advanced students. Andrew and Peter both taught our adult courses during June and the feedback that we have from those students was glowing in praise for the instructors and the courses.

Our Green level instructors this year are lead by Ryan Vens, returning from previous years, with Matt Quinn and Jason Martin. These three guys are working with the White Sail juniors and the YMCA campers. From our early plans for instructor requirements, we are actually short by one instructor, but all of the guys have been pitching in and giving a little extra so that we can complete the program with the reduced staff.

At this point, our junior program is in week 6 of a nine week summer. Our White Sail classes have been near-capacity for the first three and the fourth is actually slightly over full. We are really pleased with the response to our program. Several students have been signing up for extra weeks after their first time here. One girl started with the Y program for one week, talked her mother into letting her come back for

our school and is signed up for three of our sessions. Several other Y Campers have signed up with us as well and we are pleased to keep the interest in these kids as we watch them learn their new skills. Hopefully, some of these young sailors will stay with their new-found interest. A number of our junior students are children of Club members and we appreciate the support of those members and their faith in letting us teach their kids to sail. These are the attitudes that will keep our Club going for years to come.

Looking forward for the rest of the season, we are planning to organize another adult session, probably to teach Bronze level to our previous students. I am not sure if our school has offered Bronze level to adults before, but there appears to be interest in it, so we are going to see if it "can fly". We expect that the course will run on weekends through September. Any Club members that would be interested in joining us can give me a call at 660-1238.

That's all for this issue! Peter Wilkins

* * * * *

And From Rosemary – (Ed: I don't know if I really believe this)

Last summer, down on Lake Isabella, located in the high desert, an hour east of Bakersfield, CA, some folks, new to boating, were having a problem. No matter how hard they tried, they couldn't get their brand new 22 foot boat, going. It was very sluggish in almost every maneuver, no matter how much power they applied. After about an hour of trying to make it go, they putted into a nearby marina, thinking someone there may be able to tell them what was wrong. A thorough topside check revealed everything in perfect working condition. The engine ran fine, the out-drive went up and down, and the propeller was the correct size and pitch. So, one of the marina guys jumped in the water to check underneath. He came up choking on water, he was laughing so hard.
(NOW REMEMBER...THIS IS TRUE!!!!) Under the boat, still strapped securely in place, was the trailer!

PUMPKIN REGATTA

This annual event, open to all, is scheduled for October 1 and 2. Details will be available on our website at fyc.on.ca. Again, volunteers will be needed to make the event successful.

A CRUISE TO THE FRIENDLIEST YACHT CLUB ON LAKE ERIE

by Graham Forster

Harry and I decided to sail east on Lake Erie and check out the marinas on the way. Harry and I met in 1956 and he was with me when I decided to buy a cedar plank dinghy which leaked like a sieve when we pushed it into the water, but with a lot of calking I was able to sail it at Fanshawe Lake.

But I digress, we set sail from Long Point inner bay, in my Sirius and when we turned east, received the full benefit of a west wind. With only a jib set and riding five foot waves we surfed our way to Pt Dover. This was the only time I ever saw Harry take a sea sick pill and retire to the cabin. In the cockpit I had the wind and a tiller to fight. It was a fast run but nice to get a berth and tidy up in the Pt Dover marina and go into town for supper.

The next day the wind moderated and we had a nice sail past Nanticoke and Peacock point. We had to keep a sharp eye out for the Maitland River and we motored up a little way and came on a little yacht club. We tied up to a dock, went to the club house, which was open but nobody was there! After a while, a few members arrived and helped us onto an empty dock, showed us the hydro outlet, and gave us some beers!. Though we had to sign the guest registry and put \$10.00 in a jar for our dock, they told us to make ourselves at home, the club was never locked, and to use the shower and bathroom. After a good nights sleep, the next day we decided to take a run up the river to Dunnville which had free docks at the town, so we avoided galley cooking for another day and went to a restaurant for supper. A nice motor - sail back to our yacht club for more friendly chatter and a good nights sleep.

We left early the next morning to get to Port Colborne. With good weather, we arrived in the afternoon and found an excellent marina with a nice restaurant, and from the marina it is a short walk into town by the Welland Canal, Pt Colborne is an interesting town on the seaway. Of course we had to stop at the Maitland yacht club again on the way back.

On the trip home we sailed but had to use the motor because of lack of wind. We were going slow enough to drag a lure hoping to get a pickerel but no luck. It was a long cruise but a good one but it was nice to be tied up to my dock in Long Point Bay.

SAILOR MIKE SAILS EAST AGAIN!!

After a drizzily drive to Kingston, "About Time" was launched and ready for yet another adventure in the St Lawrence river and the east end of Lake Ontario. It was Friday June 17 and as before, I was a day early so the plan was to get on up to Canoe Point State Park on this day and prepare to meet the rest of the group on Saturday. It was still a bit wet as I motored out of Treasure Island Marina and headed east in the Bateau Channel for Canoe Point. About half way the rain intensified to the point I could hardly see far enough ahead to find the channel markers. Ah the joy of a boat that can be set on a course with tiller locked and allow me time to go below, change to dry clothes while still making headway! Arriving at the C/Point docks, there was only 1 houseboat and a couple of bass boats. Other years there were always many more boats tied up. A hint of things to come.

Saturday morning the wind was up and I sailed into Clayton NY to check in with customs. This was a dead down wind run and I only raised the main. After doing my duty, buying ice and some other needed stuff I headed back to C/Point under power straight into the wind. By afternoon the other 4 boats arrived and all were ready to go to Picton or Bust. Last year it was Bust as there had been many problems. The boats this year were, a Hunter 23 wing keel, Macgregor 25 with unique "A" frame mast, a Macgregor 26S, a Macgregor 26X and my Luger hi-bred "About Time". Quite a mixed bag.

On Sunday June 19, the fleet set out for Kingston, 20 some miles to the west. Once out in the "Forty Acres" with clear wind the boats took off making good speed. I was happy as About Time was able to stay well ahead of the Hunter and Mac 26X. We arrived in Confederation Basin Kingston with time for a shower before heading into town for dinner. Much to our displeasure we were advised the dockage rate had been adjusted up from \$1.00 a foot to \$1.40 per foot. After taxes my tab was \$37.45!! Ouch! Oh yeah - gas was \$1.10 per litre! After a fine meal at the "Kingston Brewery" it was back to the boat and off to sleep.

Monday morning dawned bright with wind from the south west forecast at 10-25KM. This should make for a nice sail west to the Loyalist Cove marina near Bath Ontario. As the morning progressed the wind built to the higher speed and we all trucked along very nicely. About Time was again able to easily out run the Hunter and 26X. The 2 other Macgregors pulled away but not that far ahead and I was very pleased with my boats performance. The crew at Loyalist Cove was there to meet the fleet as we entered and assigned each boat to a slip. Dockage here ran a buck a foot. They have a building with showers and a full kitchen

dining area for boaters to use. A short walk to Fast Freddie's got me some badly needed sun block and an ice cream cone. Returning to the dock most folks had already hit the sack. Kingston was now about 15 miles to our east.

Tuesday was to be the 20 mile plus run for Picton, the farthest point west on our cruise. The wind forecast was similar to the day before but with higher gusts in the 30 –35 KM range. The wind direction was a little more from the west requiring some tacking as we sailed up Adolphus Reach. This is the narrow body of water between the mainland and Prince Edward County. Sometimes a couple of miles wide and others maybe a mile wide. Up to this point the swing keel on About Time had been kept in the up position but now with higher winds and more tacking, I let the keel full down. Again, I made good time, easily out distancing the 26X and Hunter and sticking closer to the 2 Macgregors. This boat likes wind but behaves well. I was able to lock the tiller, go below, make lunch, get something to drink and then perch in the companionway to eat lunch. This while doing 5.5+ Knots. After about 2:00PM, The wind really started to blow and it was reef time. This was in a narrow stretch and it was getting difficult to make much progress up the shore. My arm and shoulder were beginning to ache so I radioed the fleet that I had had enough and was dropping sail, starting the engine and would meet the others at the dock in Picton. It seems the other slow boats were just waiting for someone to go under power and as soon as they saw me they did the same. The 2 hot shots continued to sail awhile longer but calculated they were only gaining a mile on each tack from one side to the other and back. With the high wind and 2-3 foot waves, the spray was flying over the cabin top as I motored into Picton. A long day. A shower and again up town for some shore-side cooking. Picton dockage was \$1:00 per foot.

Over night the wind stayed up with gusts reported at 39KPH. We sat on the dock at Picton until almost noon waiting for the wind to subside. A local sailor suggested once we got out into the main Reach channel we should be able to set a course that would put us back in Bath on one tack. We motored away and got out into the Reach where the wind was still honking pretty good. Under full sail "About Time" took off on a broad reach clocking steady between 5.7 and 6.5 knots. Great sailing for sure! A steady wind stayed with us all the way if you stayed out in mid channel. With the wind from the North I was holding the lead for most of this leg until I got too close to the south shore. The wind died there and left me to watch the others go by. Shades of sailing on Fanshawe! Dinner on board at the Loyalist Cove marina and some socializing with the others before bed time. It had been a great day on the water.

We awoke to the same howling wind of the day before. Our course to Kingston would give us another broad reach straight thru. Our destination was to be Milton Island which is about 5 miles east of Kingston. With so many folks carrying cell phones, pay phones are getting hard to find and there was none in the marina so I decided to stop in Kingston to tell Margo where we were and let her know all was well with ship and crew. Leaving the marina fairly close together we hoisted sail and headed east. Under full sail with keel lowered "About Time" took off leaving all the others in her wake. I entered Kingston harbour an hour before the 2nd boat went by. She was knocking off 6.5 to 7 knots the entire leg. After the phone call, lunch and sitting thru a concert in the water front park I headed out to join the others in the basin on Milton Island. Another great day on the water!

Friday the fleet was to head over to Clayton NY to check into US customs then head on over to Canoe Point for the final evening of the cruise. Rather than go thru the customs hassle I said I would sail up the Forty Acres with the fleet but would stay in Canadian waters and see if I could find Derek and Marjorie Innes at the family summer home near MacDonald island. This I did and spent a pleasant couple of hours visiting. My return East in the Bateau Channel was dead to wind and I had to motor the entire distance into steep lumpy seas with spray flying over the deck.. I arrived back at Treasure Island Marina around 330PM, loaded the boat, called home to say I was on my way and finally pulled out onto 401 at about 6 PM.

The 12th Cruise Week had come to an end. One of the most noticeable things was the almost total lack of power boats moving – lots at the marinas. There were many sailboats sailing. This area must have the largest population of Nonsuch sailboats anywhere. They were all over the place from the small 22 footer to a really big Cat ketch that was well over 30 feet long.

Great weather, great wind and a great bunch of folks to travel with. Its over till next year.

Sailor Mike (Morris)

FALL WORK PARTIES

The Fall Work Parties are scheduled for October 15 and 22 and help is always needed. The park closes on October 16 so we will need to use the North gate for that one. Times are shown on our calendar as starting at 8:00AM so we assume breakfast will be served.

WHAT WAS THAT, YOU SAY?



In response to my queries, new member Simon Baarbe sent the following history of the creation of the newest addition to our fleet. It seems to sail like a dream - RLS

Hi Ralph,

I was looking at Polynesian outriggers and proa's. I really liked the old grainy black and white photo's. When canoeing on Fanshawe, Doug MacKenize went by in his tri maran and I thought " Gee, all I need is some pontoons and I could do that".

My buddy, Andy Phillips from Clarmar Floats, who builds floats for float planes advised me how to go about it and was my technical consultant for this project. My son showed me some surf board sites to learn how to shape the foam. I had a garage full of sports equipment I didn't use much and just kinda put it all together.

Thanks for your interest,

Simon Baarbe

WELCOME VISITORS!!

This year, we were happy to host a flotilla of boats from the Sea Cadets of Canada, home port, HMCS Prevost, London. With Vice Commodore Eidt away on vacation, we asked Commodore Bryant to give us a bit of the history of how what could be an annual event got started. Here is what he wrote - -

“The sixteen cadets, ranging from ten to fifteen in age, were from the local detachment based at HMCS Prevost. One of the cadet leaders, Sarah Lavigne, approached Vice Commodore Rose Eidt, representing FYC, and asked to use our facilities for sail training after she found that London cadets had a "window of opportunity" to get a set of boats from their HQ in Kingston for use July 1 through July 4. They appeared to have eight boats similar in size to the CL14, (actually, they were Echos) brought in with all their equipment on a specially fitted trailer. They used the main dock for their HQ rather than the south end so as not to interfere with the FYC adult sailing school that was still in session.

The sixteen cadets and two leaders were at FYC for four days of good winds. I spoke to Sarah Lavigne (a very charming and competent young woman) to find out how their visit was going. She felt the cadets had enjoyed a great training session on the water and was very positive about FYC facilities and the response from the FYC members. If approved by FYC exec again, she would definitely try to repeat the experience next year.”

John

Editor - In addition to the on-water training, they showed the typical military habit of leaving everything “ship-shape” when they left after a day on the water. All boats were pulled on shore, de-rigged with everything neatly stored. Also, they ran a locked cable through all boats so there was little danger of any of them going missing. As our facilities are seldom taxed to the limit for dock space, it would perhaps be to our advantage to approach HMCS Prevost to become a Club member for the ongoing training of young sailors something like the welcome addition of the Woodeden Camp and Community Living London activity with their access dinghies.

The more activity around the club by young sailors can only increase the prospect of exposing the younger set to the pleasures of our sport and add to the possibility of getting new members in the future to replace we who are showing signs of withering timbers!

John Bryant, Commodore, F.Y.C.

Two of our Former Instructors

Where are they now?

Seeing the picture below in the London Free Press and knowing the contribution these young men have made to our Sailing School, with the encouragement and guidance of their parents Doug and Christine, I pressured Chris to write a brief profile giving us a bit of the history of their involvement with our Club and where they are now. We wish them well. - RLS



Hairsines Sail to Success

Justin Christopher Hairsine

Congratulations on receiving your honours Bachelor of Commerce Degree in Marketing Management from the University of Guelph. Best wishes in your future endeavors.

Stephen Douglas Hairsine

Congratulations on receiving your Masters of Arts Degree in Economics from Carleton University. Stephen is currently working as an economist the Government of Canada in Ottawa.

We are extremely proud of you. Love Mom, Dad, and Eddy.

Stephen Hairsine

Started sailing at YMCA-YWCA sailing camp at age 7. Half day sailing wasn't enough, so he decided Sailing Camp London run by Scouts Canada under the directorship of Harry James offered a better program. Stephen progressed through all the CYA levels and soon became an instructor trainee with the Fanshawe Yacht Club Sailing School. He became a Blue Level instructor and then Head Instructor of the Sailing School. Stephen's first regatta was the Commodore's Cup with Will Hunter. Stephen graduated from the University of Guelph with an Honours B.Comm in Management Economics In Industry and Finance, He also obtained his Canadian Securities Course. Stephen returned to London for a year to further his studies in Economics at UWO. At Carleton University in Ottawa he completed his Masters degree in Economics.

After a co-op placement with Environment Canada, Stephen is now working full time with Environment Canada as an Economist. He hopes to buy a boat soon and get back into a sport he truly loves.

Justin Hairsine

Started Sailing at YMCA-YWCA sailing camp at age 7. Like his brother Justin went on to sail at Sailing Camp London. Justin's first regatta was the Commodore's Cup. Justin progressed through the CYA Levels and became an instructor trainee. Justin was the FYC Junior Champion in 1995 and the FYC 19 and under champion in 2000. Justin was Head instructor at FYC Sailing School and at that time was a Red level instructor. Justin headed off to The University of Guelph as well to study Marketing Management.. He went on to become an Orange level race coach and was Head Race Coach at the Port Credit Yacht Club. The following year Justin was Head Race Coach at the Kingston Yacht Club. Justin has also coached for the Ontario Sailing Association at Cork Youth Festival. Justin completed his Honours B. Comm In Marketing Management. Now Justin is in the process of restoring a 470 raced by the Spanish Olympic team at the Olympic games in Seoul Korea. Justin's girlfriend Eryn is the Opti Coach at the Island Yacht Club in Toronto.

Team "Comet Guy"

Together Stephen and Justin started their competitive racing careers at age 12 and 14. They represented FYC racing their beloved Laser "Comet Guy" in the Laser N. Americans, the Canadian Youth Championships(YOTS), Youth Festival, CORK, Sail East, Olympic Classes Icebreaker Regatta, District 3 Gold Cup and Grand Prix Regattas, and The National Capital Regatta. 1st place. They were also members of the Ontario Sailing Team. They won District 3(Ontario) Laser 2 Championship 2002,2003. Their competitions have taken them from Southport Yacht Club in Windsor to Beaconsfield Quebec. "Comet Guy" has since been sold . They have many fond memories of countless regattas, meeting fellow sailors and the thrill of the competition.

Quote -

"Sailing is a good sport. You don't have to beat up the other guy, like you do in boxing or football; you just try to outsmart him, and out sail him and then you go out and have a beer with him"
- - John Kolius

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Editor – Non one has boats for sale any more?

FLEA MARKET??

It is generally known that sailors are pack rats when it comes to widgets and things and we all are reluctant to part with them. However, we have to recognize that there comes a time when we should jettison some stuff to make room for necessary things. Otto has suggested that we have a "Flea Market" and thinking of a time and place when most members are present brings to mind the Corn Roast. So, if you have some items that may be of interest to others but not to you, bring them to the corn roast and we can try to compete with the Gibraltar Trade Centre. Questions? Call Otto!

See you all at the Corn Roast – Please remember to fill out the sign-in chart so we can order the correct amount of food!!!



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