



# FANSHAWE YACHT CLUB

## DOCKSIDE SCUTTLEBUTT

### An Artist in Residence at Fanshawe Yacht Club

# Art Seager

submitted by Suzanne Goldt

April 2007  
Volume 07 Issue 2

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dories. He has been involved often in the Racing Program not as a racer but with tasks such as organization and manning of rescue boats.

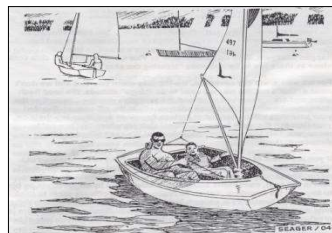
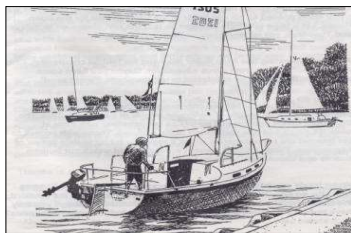
Most definitely, his greatest input to the club was his wonderful pen and ink renditions of sailing at Fanshawe that appeared on the cover of the Scuttlebutt for many years! His last drawing for the club was for the FYC Banquet in 2006 . It is a treat to have an artist- in -residence at the club who has been willing to share his talent with us. In his life outside the club, Art was a commercial artist and an art teacher at the Beal Secondary School.

It was through teaching that Art first came to Fanshawe to sail in a Skunk with fellow teacher and club member, Burt Kloezman. He had been on the lake prior to that, canoeing with his daughter Jan. The sailing experience led to the purchase of a Topper (Jan's favorite of their sailboats) which he sailed from the public ramp near the dam Next came the Kolibri, a Calgary built sailing boat, and with this Art joined FYC in 1983. Later, the Siren became his boat of choice.

This March, Art's son and daughter organized an 85<sup>th</sup> birthday celebration for Art with family and friends which some good friends from the club were able to attend. Best wishes from all of us at FYC Art!

If you happen to choose to sail in the mornings on Fanshawe Lake, you are likely to encounter "Interlude", a Siren, cruising in our fine waters. The Skipper, Art Seager, has been a long time member at FYC whose time spent generously volunteering at the club won him the coveted title of 'Member of the Year' in 2001. I believe that Art has been at almost all of the work parties over the years, most recently as the main painter of our

'Thank You' for your numerous valuable memories of Fanshawe Yacht Club a few shown below



The boat sails by,  
the shore remains.

Next Issue: Contributions  
Deadline June 4, 2007

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## Editor's Notes

Happy Easter Everyone!!!  
 Considering the weather we are enjoying this Easter Weekend, it seems as if sailing at FYC is in the distant yet. Don't let this weekend fool you it is nearer than it appears. Besides watching a private dock being built in our yard, prior to this chill, all the information packed into this edition of the Scuttlebutt is enough to make everyone aware that preparations are well on the way.

Congratulations to Art Seager celebrating a milestone in your life. May you enjoy many more with us at FYC. Also a note of thanks for your contribution in art to us members at FYC, a keepsake for many of us.

The *Events Corner* will keep you posted for a variety of dates that

may interest you. Particularly note the dates for the 2 work parties planned and the Open House as well as the Commodore's Sailpast and Reception. Certainly a wonderful time of fellowship and a great way to begin the sailing season.

It is wonderful to see such a great amount of information to share with the membership, it just keeps coming in. ..THANKYOU!! Later this year we will be adding a new section to the Scuttlebutt that will be placed only on the WEB as we are financially limited with our mail system. Of course with the website we are limitless and we have plans for sharing more here with you when we are finalized the preparation for this addition.

Remember to sign up for work parties this is crucial to the opening of the Club for this year. The Executive have worked hard at organizing and preparing for these days. Besides all the work it is a great day to share with fellow members. Some of the events require for you to contact people. We no longer will place phone numbers and emails in the Scuttlebutt. It will require you to check your membership book and later this will be accessible on the website for you where others can not read them. The Scuttlebutt will become an item for the public to view on the Website.

We hope this will encourage more membership as they are able to read current activities.

From the  
Crows  
Nest

—  
Alice



## FYC 2006—Events Corner

### Executive Meetings

- First Monday of month

**Apr 11** - Winter Wednesday Night Out,  
King's Buffet 1389 Dundas E 6PM

**Apr 14** - Spring Work Parties

**Apr 19** - FYC General Meeting,  
HMCS Prevost Meeting Room, 19 Becher St., 7PM

**Apr 20** - Fanshawe Park opens

**Apr 21** - Spring Work Party

**May 20** - Commodore's Reception and Social

**May 26/27** - Open House - Fanshawe Yacht Club & Sailing School

**June 1-3** - Ontario Sailing School Instructor Clinic

**June 2/3** - Commodore's Cup Regatta

**June 8-10** - Ontario Sailing School Instructor Clinic

**Aug 25/26** - Club Championship Regatta

**Sep 29/30** - Pumpkin Regatta

**Oct 13 & 20** - Fall work Parties

**TBA** FYC and Sailing School Regatta

**Nov ?** - 50th Annual FYC Dinner

### Informal Club Racing

**May 9-Oct 10** - Wed afternoon (3:00 PM)

Wed evening racing (6:30 PM) Followed by coffee and social

**Jun 10 - Oct 10** - Sunday Afternoon (1:30 PM)

### Sailing School

**May 26, 27** - Sailing School & FYC Open House

Sailing school info booth and boat rides

**May 28, 29** - Start of first two adult evening classes –  
6:30 to 9:30 PM

**Jun 1 - 3, 8 - 10** - Instructor clinics

**Jun 2** - Adult weekend classes start

Sat only, 9:00 AM to 4:00 PM

**Jul 2** - First day of junior classes

2 - week white sail course start dates –

**Jul 2, Jul 16, Jul 30, Aug 13**



4- week bronze sail courses start dates –

**Jul 2, Jul 30** - Start date for adult evening classes in  
White Sail and Bronze Sail, Mon. and Wed. evenings –  
6:30 to 9:30 PM

### Other Events of Interest

**Apr 14** - Thames River Symposium Ursuline College High  
School Theater Chatham = see notice in newsletter

**Apr 15** - MS Super Cities Walk - Fanshawe C A

**Apr 21** - Annual Thames River Clean up  
London Green and Clean Earth Day

**May 19** - Pioneer Village Opening Day

**May 21** - London Optimist Fireworks - At Fanshawe CA

**Jun 2/3** - Fanshawe Lake Off Road  
Triathlon/Duathlon

**Jul 7** - Fanshawe Family Fishing Day

**Aug 18** - London Dragon Boat Festival - At Fanshawe CA

**Oct 13** Turkey Vulture Bait Trail Run - At Fanshawe CA

### Dragonboat Teams

Wonderland club



**Apr 28** BBQ Fund raiser for Wonderland

Dragonboat Club

Food Basics at Wonderland and Commissioners

**TBA** Race and event dates when decided

Please check the FYC website link to the two clubs as well

Rowbust Club



Below we have listed the Festivals that Rowbust plans to  
attend for our 2007 Paddling Season.

**June 2** Pickering

**June 23-24** Ottawa

**July 7** Hamilton

**July 13-15** Windsor

**July 27-29** Welland – IDBF World CorCom

**Aug 11** Woodstock

**Aug 18** London

**Sept 15** Stratford



**SPRING WORK PARTIES  
A FANSHAWE TRADITION!  
- Weekends of Apr 14 and 21**



From Vice Commodore, Mark Anderson  
1. Volunteers are needed to prepare the club grounds for this season. Please bring carpentry and gardening tools if you have them – there is work to be done on the staircase from the chalet to main dock as well as raking, garden preparation and pruning of vegetation along with the tasks outlined below.

2. This must be said in the Vice Commodore's own words!!!  
"Delectable comestibles will be lovingly prepared by our own resident chef extraordinaire, Mike Wareing (he's making lunch)! Coffee and donuts will be supplied for breakfast."

3. On the first weekend, an FYC lock will be on the north gate of the park (off Fanshawe Park Road) so that you can use your club key to enter. The Park opens on Apr 20 so you can use the main entrance the weekend following.

**Note: Because of the work to be accomplished, it is requested that members not bring their boats to the club while the work parties are ongoing.**



from Fleet Captain, Rick Goldt  
**Work Parties**  
**Sat / Sun April 14,15**  
**Sat / Sun April 21,22**

We have a lot of work in the next 2 weeks the list of tasks is shaping up as follows to get the Water Side facilities in working order:

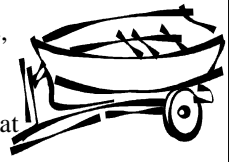
1. Currently barge patches have been welded on and the bottom painted. We are hoping the barge will be righted, topsides painted, new deck installed, and launched before the first work party weekend. We have new wagon wheels thanks to Ross Green and Mike Morris. We'll see how many km we get on these treads!
2. Begin Inflate / Install moorings / tag - see Harbor Master: Rob Perquin
3. Install Dock tires (carpet) / life rings (2 sets) - see Dock Master - Mike Morris  
(Mark has found a generous donator of carpeting for dock use)
4. Repair and Paint work on Crash boats, tenders. - see Boat Master: Szymon Kornobis
5. Remove Sailing School Boats from building
6. Launch Sailing School Docks - Fleet Captain - Rick Goldt (needs help with this puzzle)
7. Start construction of one South End Dock

8. Refasten three South End Docks Flotation barrels, repair bumpers, modify 4 dock connectors.
9. Right and Launch South End Docks

Hopefully we can get a lot of the work going simultaneously and we'll have sign up lists available first thing at the chalet. It may take two weekends to get the south end docks in the water. Please give Rick a call or email

**Boat Parking, Trailer Storage at FYC**

Once the work parties are done, if you have questions about placing your boat at the lake, here are the guys to call:



- Moorings and shoreline spaces - Rob Perquin
  - Trailer Sailor (South lot) and racks - Craig Kingston
- Any empty trailers or unused docks cannot be left at the club in the summer. They may be taken home or stored at the UTRCA compound (behind their workshop) for a fee of \$30 for the season. You can check in at the campground office for information. Be sure to have your name and phone number on the trailer/ dock in case of need.

**News from the Sailing School Boathouse**

by Peter Wilkins  
Even though the boathouse isn't open yet, we have been pretty busy getting things in place for the new season. Here are some of the highlights.

The course brochures have been split into two versions this year - one for juniors and one for adults. The junior version has been mailed to last year's students and the info is posted on the web site. The adult version is also on the web site. We are offering an adult white sail course and an adult bronze sail in August, this year - a different offering from previous years.

We met with the senior instructors to work out details of this year's program and we are meeting with families of the race team

members to discuss regatta dates, parental involvement and such. Several members of last year's team are eager to get going again. It appears that we will have a couple of vacancies to fill in this year's team and we have new students eager to fill the spots.

We have the school transportation organized, repeating last year's process with the same stops and schedule as last season.

We are finalizing plans with Ontario Sailing regarding hosting the instructor clinic again this year. We will host clinic #5 on June 1<sup>st</sup> to 3<sup>rd</sup> and June 8<sup>th</sup> to 10<sup>th</sup>. Information for the clinic is available from Ontario Sailing.

Some of the sailing school dates can be found on page 2 under Events For details on all of our courses this

season, please check the club website and note that the information is now split into junior and adult sections. For specific questions, please call Peter That's all the news from the boathouse right now - see you at the work parties!

**FYC Winter Wednesday Night Out**

Apr 11 will be the last dinner at King's Buffet on Dundas St for this past winter season. This has been well attended by club members in the past years. Watch for next years plan in *The Events Corner* toward the end of summer!





## Volunteers for Open House,

May 26 & 27 Submitted

by Rosemary Dickinson

Last year's Open House event was blessed by good weather and a steady stream of visitors on both days. Since more club members initially volunteered to give rides on Saturday rather than Sunday, it was difficult to meet the demand for rides in a timely manner, especially on Sunday. Looking back on past statistics, Sunday has usually been the day when more visitors attend, providing the weather is fine, so please consider this when deciding where you are able to help. Last year we gave 460 rides over the weekend, up considerably from the 269 rides of the previous year. Bobby and Peter attended the Adventure Expo this year to promote the Sailing School and the Yacht Club and got a lot of interest from the public, so we should plan for large crowds again, provided the weather cooperates!

Carleen will post a sign-up sheet in the chalet during the spring work parties. Please indicate on this sheet if you are able to help and how you would like to participate. This makes it easier for us when phoning around to fill in the gaps.

The annual Open House event is an excellent way of promoting our club and sailing school and is a fun activity for our volunteers as well as the public.

## Membership News

The renewal deadline has come and gone but if you still are interested in membership at FYC please contact Nina Myers, Membership Chair, for all the necessary information.

**Last newsletter:** This issue of the Scuttlebutt will be the last for members who are no longer on the membership list or our up dated mailing list.



## THE COMMODORE'S SAILPAST AND RECEPTION -

Sun May 20, 2007

**Sailpast:** Unless there is inclement weather, the timing is as follows

**2:00 PM** assemble on the water

**2:30 PM** sailpast start

As always, anyone is welcome to participate

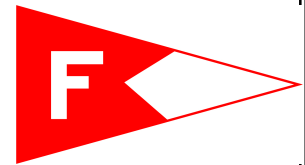
in this formal introduction to our 2007 sailing season. Boats generally assemble on the water into their fleets and in order by sail number (lowest number leads, highest number tails). The fleets then pass in single file, evenly spaced (if possible!) past the Commodore's ship and stand to salute their Commodore.

**Commodore's Reception: 3:30 PM** the doors of the chalet will be opened for the reception line and wine and cheese reception. Attending this event is an excellent way to meet the executive and meet the members of the club. Hope to see everyone there!



## FYC Burgees - orders to be taken at the Commodore's Reception

A request has come in from Mike Morris & Doug MacKenzie about the members' interest in purchasing a professionally made FYC Burgee (Just think, you can fly it from your car antenna, give it as a gift, use it for racing/ cruising prizes, start a collection, whatever you wish!)



There will be a sign up sheet at the Commodore's Reception for anyone interested in the purchase of a burgee and there will be a request for a deposit in advance. The more that are purchased, the better the price will be. If you are unable to attend the reception and are interested, please contact either of the above gentlemen.

## Important!! Boat Inspections

Submitted by Ralph Smith

Please contact Brian Perry to make an appointment to inspect your boat this summer to be sure it is properly outfitted. This applies to those who primarily sail on Fanshawe Lake as well as those who travel elsewhere... Fanshawe Lake does have checks on boats on the water on occasion and there are requirements to be met even when cruising Fanshawe!

The inspection is entirely voluntary but it will be better to have FYC and CPS member Brian Perry tell you what's missing on your boat than a Coast Guard guy, especially, a U.S. gun toting Coast Guard Guy.

## The Pleasure Craft Courtesy Check

Great free service offered by the CCGA and by CPS in Ontario. Every year thousands of boaters go out on the water without the safety equipment that is required by law.

The Canadian Coast Guard Auxiliary (CCGA) in many locations across Canada, and Canadian Power & Sail Squadrons (cps) in Ontario, offer a great free service. On your request, they will come aboard your vessel and inspect it for the required safety equipment and paperwork. This is a totally voluntary service and is conducted without penalty. If a deficiency is found, you will simply be advised of the requirement and a re-inspection will be offered when you have added the missing items.

Thousands of CCGA and CPS volunteers are trained to conduct these inspections. They will inspect vessels in or out of the water. They can list the requirements, give you specific information about each item, recommend the best items for your vessel and boating conditions, explain the proper use of certain items, and suggest additional training that is available.

Required items vary depending on boat length. This list is for a typical vessel 6 to 8 meters long:

Continued page 5



**Compulsory Items:**

- The vessels license or registration • An approved flotation device (PFD) in good repair and of appropriate size for every person on board
- Fire extinguisher (depending on type of engine, gas tank or cooking appliances on board)
- Watertight Flashlight
- Pyrotechnic Distress Signal requirements (Flares)
- Sound Signaling Device
- Buoyant 1 heaving Line (minimum 15 meters in length)
- Approved Lifebuoy
- Paddle or Anchor with adequate meters of Rode and Chain
- Re-boarding Device
- Bailer or Manual water Pump
- Navigation Lights

**Other items:**

- Secure Batteries
- Natural Ventilation
- Exhaust Fan
- Flame arrester
- Heat Shielding
- Up-to-date Charts
- Radar Deflector
- Hull Identification

They will also check on things like a VHF Radio, GPS, Depth Sounder, Compass, Radar, Vapor Detectors, Fuel Tank Shut Off Valve, 'Tool Kit and First Aid Kit. CCGA members and CPS volunteers can also talk to you about PFD's, sail plans, alcoholic beverage consumption while on board, sewage disposal and pre-departure check lists.

For more information contact CPS at: [www.cps-ecp.ca](http://www.cps-ecp.ca) or 1-888- CPS-BOAT. You can also contact your local Coast Guard Auxiliary Unit, visit their 'web site: [www.cpga-gcac.org](http://www.cpga-gcac.org).

**Check it Out**

websites of interest!

Great Lakes Water Surface Temperature  
[www.coastwatch.msu.com](http://www.coastwatch.msu.com)  
 Grand Bend YC camcorder-check the weather in the harbor  
[www.gbyc.ca/webcam/](http://www.gbyc.ca/webcam/)



**Major Work Project at FYC – roofing and siding the chalet**

This year will be the start of improvements to the main chalet. The decision was made to re-roof the main clubhouse with metal roofing and to re-side the south end of the building. The roofing will be contracted out but a work crew is being organized by Hans Schafner to re-do the wood siding on the south end. Volunteers will be welcomed!



**Thames River Symposium**

Apr 14, 2007 Ursuline College High School in Chatham

The Executive received a letter from the symposium organizers inviting FYC members to attend if they are interested. This is hosted by the Thames Canadian River Heritage Association and requires pre-registration with a fee of \$25 per person. If you are interested contact Paul Chesman for the contacts and directions

Topics include- Women's voices from slavery to freedom

- A tour of the Thames by Professor Blot. (canoe trip, History)
- Updates on the Thames River Cleanup Event and Children's Water Festival
- Caring for nature in Chatham/Kent- landowner action in Carolinian Canada
- Quaker Quest- adventures in the life of a duck investigating recycling

A guided bus tour with Sheila Gibbs (author/historian) along sideroad famous for Mary Jacob ghost story (limited to first 45 applicants)

**Communications Committee**

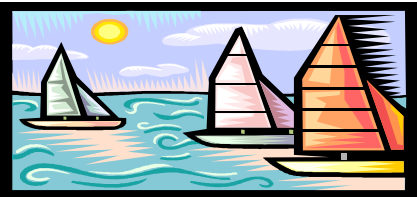


Submitted by Suzanne Goldt

In May, there will be some new changes coming for various aspects of our information made available to the members. There will be notice through our email communications as well as posted at the club so be on the look-out for these.

The changes will involve more info being made available as well as streamlining the existing system. The feedback we received was that some people are having difficulty accessing the newsletter so this will be simplified. We would love your feedback on what you would like to know more about, what problems you may be having with the changes or any ideas you may have.

As mentioned in the last newsletter...this Committee includes the Scuttlebutt, FYC Website, the FYC communications by email, Canada Post (for those who do not have internet or express a preference for smail) and the Phone Committee which will be set up shortly.



**Informal Club Racing For All Members**



The ever popular informal Wednesday racing program at 3:00 PM and 6:30 PM will begin again on May 16. Join one or both of the start lines when you can. A signal system on shore automatically runs through the start sequence so everyone races! Some members bring dinner and picnic on the dock between races... anyone is free to join them. Following the evening race is a coffee/ tea/ hot chocolate social that everyone is welcome to attend. A good chance to discuss rigging, technique or the race results!

A new addition to our informal racing line up is Sunday afternoon racing (1:30 PM) and get together. We are still working out the details and will send out an announcement via e-mail. One idea we have is to include a barbecue and picnic lunch to encourage more families to come out and enjoy the club on the weekends



## Racing News

Submitted by Ravi Gupta & Jim MacKenzie

### Up coming Regattas

With another sailing season upon us its time to update the membership on what the Sailing Committee has planned for this year.

**The Commodore's Cup Regatta** will be held on June 2<sup>nd</sup> and Jun 3<sup>rd</sup>. Please check the yearbook for details re qualification. (Watch for the details to be posted in the chalet, on the FYC website and sent by email)

**The Club Championships Regatta** will be on Aug 25 and Aug 26. Please check the yearbook for details re qualification.

**The Pumpkin Regatta** will be held on Sep 29 and Sep 30. This is an open regatta so please encourage out of town sailors to join us.

The sailing committee looks forward to your participation and would love to hear from you. Please feel free to send Ravi Gupta (Rear Commodore) and Jim MacKenzie (Co-Chair) your comments and suggestions.

Over the years the Ports Mouth boat handicapping system we have used for our races has had mixed reactions. Jim and Ravi will be looking at alternative handicapping systems to either replace or used alongside the current system. One of the goals any sailing club is to provide a fair racing environment and encourage participation from sailors with varying degrees of skill and experience. Please send in your suggestions and ideas or grab us for a coffee to discuss your ideas

### Grand Bend Laser Open

will be on Aug 11&12 at Grand Bend Yacht Club.

This regatta is being hosted at the Grand Bend Yacht Club by FYC Laser sailors and includes both. Open and Masters categories. For more information, see the FYC Website under Racing or [www.fyc.on.ca/lasers/grandbendopen/](http://www.fyc.on.ca/lasers/grandbendopen/) or call Rick Goldt.



## WHY RACE?

(From the Pelican Post, submitted by M. Morris)

Our first solo was in delightful weather; we sailed until sunset, then turned our bow toward home without misfortune. Easy, we thought... Weeks passed and we were itching for another sail, so off again. This time, however, the wind was blowing much stronger.

Daughter Jean cast off and dove across four feet of water to catch up — we were really moving. Nearing the op-posite shore we tried to come about. Up into the wind we'd go, then fall back on the same tack heading straight for the rocks on shore.

After several attempts I knew we had no choice but to head in, and turning the tiller over to our first mate, moved into the bow as we hit the rocks. Taking off again we bent the rudder pintels, scraped the bottom and were racing again for the dock, which needless to say we missed and hit the rocks again. We wondered, WAS THIS FUN, or was it?

Undiscouraged we picked up a book on sailing and found we should have "back-winded the jib, reversed the tiller, and backed around in a wind too strong for us to come about. Reading further we were advised to race at every chance and practice and sail with the toughest competition we could find.

Like all new skippers we were timid about this racing business with terms like starting line, timing, marks, rules, right of way, etc. But we decided to try and hauled our Pelican to various regat-tas to sail with other "one of a kind" boats.

The experience in rounding a course showed us that on many points of sailing we had no experience. The first time we raced we had to beat high on the

wind to round the first mark then run downwind for number 2. Around 2 we moved into a sheltered spot where the wind was nil. Other boats seemed to be able to ghost their way out, and finally we did too, crossing the finish line in later than last position.

We decided to follow the races, keep our ears and eyes open and watch those skippers with that "magic touch". Each time we would get to know our boat better and sail with more confidence and safety.

**THE REAL FUN.** We met two other Pelican skippers and the friendly com-petition began. As our Pelicans were fairly well matched our races were great fun — nothing is more thrilling then sail-ing closely along with frisky pelicans and finishing a two or three mile course five to fifteen seconds apart.

Many sail and when asked to race say "No". They "just like to sail around. We do too, but when two or three more closely matched boats move along to-gether in the wind there is a magic spell and the thrill of sailing mounts tenfold.

Now we keep a better ship, have a smoother bottom, no excess weight, tight dry hull, tight jib, tilt up rudder (for those beaches), boom held down on a reach or run, well sanded rudder and centerboard, life jackets, and an all girl crew (in my case) who are learning and loving every minute of it.

So, try a race sometime. Be on time, let the pros lead the way till you get the feel of things, be at the line on the "gun" (maybe), search for the wind, don't hit the marks and who knows, you may be first over the finish line. We will be out there trying with you. Ole Fifty-Five placed seventh in the Trans Bay Race for the past three years so we're sanding and polishing, tuning and testing, hoping to move up a notch .

Bob Cifford

God will help a seaman in a storm, but the pilot must still remain at the wheel.



## Wintertime Sailing at FYC

By Sean Meyer The Londoner

For John Burgess, there is nothing quite as exciting as getting his boat out on Fanshawe Lake and sailing along with only the wind to drive him.

Okay, the -30 C wind chill might be a little annoying, but, a good warm snowsuit does wonders. Yes, John, 68, enjoys sailing during the summer months, but his passion for the sport doesn't end when Fanshawe Lake freezes over. In fact, it just gets a whole lot faster.

"You can go as fast as the wind allows, or until you lose your nerve, then you let the sail out, slow down," John says. "If the wind is going 15 mph, you can get it up to 50 mph (about 80 km/h). That's about as fast as we go. It's very exciting."

John, who owns a cottage out at Fanshawe Lake, became hooked on ice sailing from the first time he tried it some 11 years ago.

"Once you try it, you get hooked, absolutely. I had heard about ice boats, but I had never seen one; so I looked into it. Back then, a new boat was like a new boat was like \$4,000... so I was put on to a used boat, which I bought," John says. "I didn't know what to expect, if you are going 8 mph on the water, you are going fast. But this, this was scary. You don't have any brakes; you can just control it through the sail. It was scary, but I loved it right away."

John de Boer, 70, is another of the regulars on Fanshawe Lake. In fact, he got hooked after taking John Burgess' boat out for run soon after he got it.

"I had heard of it. John (Burgess)

had his boat first, so I tried it. Right away I knew I had to get one too," John says, I was already a sailor, it's in the blood. But the excitement of sailing on ice is just amazing."

For those who have never seen an ice boat, and that is likely a good number of people, John Burgess uses a style of boat which about 12 feet in length.

The single-person boat is driven by practically lying flat in the fuselage (body of the boat) with the driver's head sticking up -but definitely wearing a helmet. After all, the sail's boom can whip by quite quickly and there isn't much room between the driver's head and the sail.

There is a blade, much like a skate blade with a sharper edge at the nose of the boat and then one on wings to each side of the boat.

The boats themselves can run on the ice with as much as four centimeters (about 1.5 inches) of fluffy snow on the ground. Hard packing snow is -quite obviously - too difficult to move through.

"When I bought my cottage back in '94, I noticed even when there was a lot of snow on the ground, there would be just a skim of snow on the lake," John Burgess says. "It's like the wind blows off most of the snow, which is great for us, since we can't very well get a Zamboni out there."

With the proper conditions on the ice; John Burgess adds the ice boat can run almost like a go-kart

"Actually, it is very much like driving a fast go-kart, but on the ice. And of course, there are no breaks and someone else has their foot on the accelerator," John says. "When you have black ice, smooth, with no snow, it just sounds like a hiss out

there, but when the ice is bumpy, it's more a rattle. But when it's smooth, it's just an amazing feeling."

While both men keep their speeds to the 80 km-h range, the highest speed recorded for an ice (albeit a much bigger boat on a larger body of water) was 275 km-h (171 mph) in Connecticut in 1971.

As much fun as both men have when on the ice, it is not something one can do for hours at a time they say. After all, travelling 80 km-h in sub-zero temperatures while practically lying on one's back is not something John de Boer says can be done for just too long a period of time.

"You aren't usually out there for the day, three or four hours or so.

You have to really dress for the weather of course. But even still, the speed of it, being just a couple inches off the ice, the adrenaline really builds up," John says. "You really have to take some time, ease up after you are out there."

Just as with summertime sailing where John Burgess says there seems to be fewer young people buying their own boats and picking up the sport, he says there are few people out enjoying the wintertime version as well.

However, for those who do give it a try, they find it quite easy to pick up — even without much of a sailing background.

"We've had seven and eight year olds out there, when the wind is very little of course, but they could get out and have some fun with it. It's actually a very safe sport," John says. "With any kind of sailing background, you can pick it up very quick. But we've had others who have never sailed before come out and they can pick it up too."

## Celebrate the 7<sup>th</sup> Annual Summer Sailstice – Jun 23/24, 2007

The weekend of Jun 23/24 is the longest sailing weekend days of the year. Begun in 2001, this was created as a holiday for all sailors of the Northern Hemisphere. All you do, is post your weekend plans to share with other sailors on the website [www.summersailstice.com](http://www.summersailstice.com), then go sailing. The purpose is a global celebration of sail.

When signed up, you are eligible to win prizes donated by – The Moorings, Hunter Marine, Hobie, Offshore Sailing, West Marine, Sunsail and other sailing businesses. Prizes include a one-week BVI charter with The Moorings, a Hobie Kayak, an Achilles Inflatable, and over 200 other prizes.

New for 2007 - A virtual navigation to save the seven seas. Summer Sailstice has teamed up with The Ocean Conservatory to help inform and mobilize sailors in support of ocean conservation.

For information <http://www.summersailstice.com> or [john@summersailstice.com](mailto:john@summersailstice.com)

Information provided by B Hampton



## Laser Midwinter's East 2007 – Clearwater, Florida

(February 22-25) By Brad Biskaborn

The Laser Midwinter's East is one of the premier regattas on the World Laser circuit (ISAF Grade 1 Event). It is also the qualifying regatta for the Laser Worlds, the US Sailing Team, and most importantly, the USA Olympic Trails. With such high stakes riding on the regatta, it was sure to attract top international competition to this 4 day regatta.

I decided to fly down to this regatta and charter a Laser. When I arrived in Clearwater, I met up with Rick & Sue Goldt. They had been down in various parts of Florida traveling to Laser Master Regattas, but unfortunately he wasn't staying for this one? I went a couple of days ahead of time to get back to being familiar with the boat seeing as its winter here in Canada.

By the time registration was closed on the opening day, 90 Lasers were registered from 15 different countries. This included the #1 ranked Laser sailor in the world from England, as well as many other top ranked athletes. There were about 22 Canadians at this event and it seemed to me, if you were from Canada, you were either from The Royal Canadian Yacht Club, The Royal Vancouver Yacht Club, or The Royal Fanshawe ..... No wait! Fanshawe Yacht Club. So I was definitely one of the smaller fish in the Gulf of Mexico (just a little bit bigger than Fanshawe Lake). This was my first time sailing in salt water, as well as being so far away from home!

Day 1: The first day of racing was quite the experience! Being around such talented and talked about laser sailors was probably hindering me more then helping. I am pretty sure I spent most of my time watching them to see how they sailed, rigged their boats, and tacked; pretty much how they did everything! The first 2 days were the qualifying series for the gold and silver fleets. We were randomly separated into two groups. I was in the yellow fleet for the first day and with everyone being good, it definitely didn't matter who was in it! The day was nice and sunny, but the wind was light - 5 knots at the most. We did 2 long races in what seemed to be a continuously dying breeze. I did manage some decent finishes, placing 23 out of 45 in the first race. I was in much better shape the 2<sup>nd</sup> race, in about 11<sup>th</sup> rounding the second last mark, when the wind filled in on the left hand side of the course

Unfortunately, I was on the right and by the time I went left to recover, I ended up finishing 21 out of 45. At the end of the first day, I was in 44<sup>th</sup> out of 90 overall; right at the cut-off for the gold fleet. I was delighted with my first day results and wasn't expecting to be doing that well!

Day 2: Once again I was separated into the yellow fleet for the final day of qualifying. However, it was definitely not my day - light winds again, but this time accompanied by a horrible choppy sea. It was a struggle just to keep the boat's power up and moving through the brutal waves, which seemed to be coming from every direction. The first race of the day I had a bad start, and could not find a groove in the boat. I finished 35 out of 45. The second race was only slightly better finishing 29 out of 45.

The last race of the day I had a great start at the favored end of the line, but only to have Canada's 2004 Athens Olympian bury me just after the start. I was then in bad wind and water and I couldn't tack due to a large cluster of Lasers over my shoulder. Once again, a disappointing 29 out 45. I moved well back in the overall standings: 59<sup>th</sup> out of 90.

Day 3: The fleets were now broken down into the gold and silver. My "not-so-good" 2<sup>nd</sup> day left me in the silver fleet, but that of which was still stacked with talent. Upon arriving at the club in the morning, the wind was blowing a nice 12-18 knots off shore. I like when the breeze is up so I was hoping to do well! The first race I started mid-line, had a good start, played some shifts and rounded the top mark 6<sup>th</sup> out of 45. I managed to pass 3 more guys before the end of the race, finishing a much better 3<sup>rd</sup> out of 45. Then the breeze started to die down - which seemed to be the theme of the regatta. The second race, I finished 10 out of 45 in a breeze under 10 knots. The third race was another struggle in literally drifting winds, many times barely moving. I managed to finish 16 out of 45. I was glad to have finished because about half the fleet didn't meet the time limit and were scored a DNF.

Day 4: ...would definitely go down as the two craziest races I have ever done! When I arrived at the club, the wind was blowing a solid 20 knots parallel to the shore, which built monster waves throughout the day! I am pretty certain I ate more salt in those two races then I have in my entire



life! It was a screaming reach out to the race course and I was nice and soaked by the time the first race started. The first upwind, I rounded the top mark in about 4<sup>th</sup>, but this is where all the excitement started. Downwind in the waves was completely insane! The wind was being clocked gusting in the neighborhood of 35 knots and huge waves took many victims in the downwind leg. After a bunch of spills myself, I managed to finish a very satisfying 9<sup>th</sup> out of 45. As I am writing this report, I can still taste all the salt! By the second race, many racers were calling it quits! But how will you ever get better if you run away from those types of conditions? So, right off the start there was 20 less boats on the start line. I rounded the top mark in 2<sup>nd</sup> place, only to be a downwind victim again, along with several others! This was one of the longest races I have done, as well as the most exhausting. But it all paid off after I had an extremely fast, (some how fast just doesn't really describe it) and causality-free last downwind to finish a very happy 5<sup>th</sup> out of 45 in easily the race of my life!

This regatta was a major learning experience and I finished 51<sup>st</sup> out of 90 overall in a strong fleet. My goal was to be around mid-fleet, which I was close to but I am still pleased with my results for my first time racing in the ocean and against top international competition!

I am dedicating this trip and report to our "Grandpa with the Boat" who, some how I feel, must have been near by (but not on the boat with me, he wasn't that crazy) on that last **WILD** downwind!





On Derek Innes' trip west last Aug from BC to the 1000 Islands, he stopped near Portland, Oregon. where he was able to go out on a boat to watch a Master's Laser Regatta on the Columbia

### News from the West Coast

(Victoria B.C.) submitted By Derek Innes

Marj and I always enjoy receiving the FYC Scuttlebutt and reading all about the events at the club. This club was like family to us for almost four decades (1963-2002). In all those years of active sailing and racing we were lucky to have participated in three great fleets (Y-Flyers, Hobie Cats and Darts). Both of us really had our hearts in this wonderful sport of sailing.

We were both saddened to hear about Otto's death in February. He contributed so much time and energy to the club that he'll be sorely missed

Out here amongst the Gulf Islands (B.C.) and the San Juan Islands (Washington State), we do our ocean sailing in our Dart 18'. We don't race, but there are about 15 keel boats that race every Sunday through-out the winter. With the winter water temperature only +9 degrees centigrade, one has to dress for sailing

On Feb 10<sup>th</sup>, it was a real "red letter day" for me as I didn't need to use my trusty 2 hp Honda outboard to power me back to the ramp. Usually the wind dies in the middle of the afternoon and the 3-4 knot tidal currents are either taking me north towards Vancouver or south towards Seattle depending on the ebb or flow of the tides. In the past I

have always seen these harbor seals about 20-30 meters away. I was sailing for 3 ½ hours and near the end of my sail, I went right over a harbor seal. He didn't see me coming and I didn't see him until he was between my hulls. Our eyes met about 5 feet away and he darted (excuse the pun) under the tramp and his fin or flipper hit my starboard rudder with quite a force. The whole incident was over in two seconds.

There is a freshwater lake (Elk Lake) about 15 minutes away and I frequently sail there. It is about ¾ the size of Fanshawe, and like Fanshawe, I am forever dodging the rowing shells when I sail in Elk Lake.



As a follow-up to Anne McEwen's picturesque photos of the Königsee in Bavaria, I dug out one of Marj on the Königsee in Aug 1962. This is the summer before we began sailing. (D. Innes)


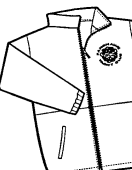



### A Note from a Toronto Canoe & Sailing Club Member

Hi, Sharon and family:

Our condolences on Otto's death. I had often seen Otto at Fanshawe but didn't realize that he was Jens' father. The Scuttlebutt tribute was well worth reading. Fanshawe was lucky to have Otto, obviously, and I see that it is taking two people to replace him as Membership Chairman. Congratulations to Brad on his 6th at the Midwinter's! And to Suzanne and Alice on a fine newsletter. See you this summer!!

Best regards,  
Uncle Al (W3854)  
(Member of Toronto Canoe and Sailing Club,



 <p><b>Polar Fleece Vest</b> 100 % Polyester polar fleece, full zippered front with stand up collar Size: S—XXL (navy or red)</p>	<p align="center"><b>FYC—Store</b></p> <p align="center"><i>Fanshawe Yacht Club</i> <i>Fashionable wear on the dock, in town, or sailing.</i> <i>Shop Early in time for sailing!</i></p>	<p><b>Coastline Jacket</b> 100% nylon taffeta shell half back Mesh lining, folds into pouch. Size: S—XXL (navy or red)</p> 
 <p><b>Short Sleeve T-Shirt</b> 100% cotton preshrunk jersey with double stitched sleeve and waist hem Adult S—XXL, Youth Size: S—L (red, sport grey, navy)</p>		<p align="center">To order...Call <b>Lori Chesman</b> Positive Identity Sportswear</p>  
<p><b>Cotton Cap</b> tri-colored cap, structured low-profile, pre-curved peak, fabric strap with buckle. <b>One Size</b> (navy/red/white)</p>		
<p align="center">‘Please keep in mind, when purchasing orders Lori needs to process 12 items to fill an order not including hats.’</p>		

## Notes for Sailing Members

**FYC — Executive Secretary** Volunteer position needing to be filled for more information

### **Paid Job Opportunity - FYC—Club Steward**

The FYC Executive has a part-time paid position available with the following duties. 8 hours per week during specified Spring weeks, 20 hours per week for the Summer months, and 6 hours per week for specified fall months. Valid drivers license and daily use of own vehicle

#### **Club Steward Daily Duties:**

- cleaning of the Main Chalet & washrooms.
- transport of garbage to the UTRCA dump

For positions Contact:

**Commodore Paul Chesman  
Vice Commodore Mark Anderson  
Past Commodore John Bryant**

#### **Club Steward Periodic Duties:**

- Cleaning of grounds
- Arranging and supervising of grass cutting with the UTRCA
- Moving of Trailer Sailor Boats for grass cutting (minimum 5 times per summer).
- Procuring sufficient supply of fuel, reporting deficiency to Board Liaison.
- Replenish supplies as required.
- Cleaning up after Regatta's and Social events on weekends
- Trimming bushes & trees, watering flowers
- Purchasing and replenishing supplies and general small repairs as required.

## Please Assist our Treasurer!!!

In order to assign expenses to the correct accounts all expenses forwarded to the Treasurer for reimbursement **MUST** be accompanied by a properly completed FYC Expense Form and appropriately account indicated. Forms are available from all Executive Members, website or Clubhouse. Any questions contact Treasurer Perry Meunier or his Assistant Doug MacKenzie

### **For Sale by original Owners – “Navasana” 2004 Catalina 250 WB (Water Ballast)**

2004 Model - 25' Catalina Hull #724 - Water Ballast Sailboat with Centerboard - CDN \$31,500

Features/Includes: Spacious Interior w Enclosed Head , Settee, V-Berth Forward, Double Berth Aft, Galley Sink & Propane Stove, Pop Top Cabin Enclosure, Stern Rail Seats, Tiller Tamer, Anchor, 25' Chain + 100' Rode, Roller Furling Headsail, Self Tailing Winches, Custom Dual Axle Trailer with Hydraulic, Surge Brakes, Trailer Mounted Mast Raising System, 9.9 HP Yamaha Long Shaft High Thrust, Outboard Motor, Electric Start, VHF Marine Radio with DSC Calling, Four Fenders & Docking Lines, New Antifouling Bottom Paint in 2006, Less Than 2½' Draft With Centerboard Up This boat has been very lightly sailed in fresh water only (Lake Erie) since it was bought in 2005. It handles beautifully and is very easy to tow & launch. Can be viewed by appointment near London, Ontario. Will consider selling without outboard motor (deduct \$1,000). Will deliver to buyer within 200 kilometers at mutually convenient time for no additional charge. Further distances may be negotiated. Serious Inquiries Only Please. London: 519 641 3989 (evenings) Email: [wallymackinnon@hotmail.com](mailto:wallymackinnon@hotmail.com)

### **Wanted—Parts for a Fireball**

Looking for centerboard and rudder for a Fireball, or looking for a "parts" boat with a center board and rudder. please call Chris Rennie at (905) 716-9125 or email [c\\_rennie@hotmail.com](mailto:c_rennie@hotmail.com)

### **For Sale 98 Laser Pro**

Boat is in “Mint” condition Has pro rigging package. Comes with dolly, hull cover, top cover, and foil bag, 2 sails: 1 training sail, and one barely used racing sail Complete and ready to race and sail  
Asking: \$4500 o.b.o. Phone: 519-350-3577  
E-mail: [michaelpisarczyk@hotmail.com](mailto:michaelpisarczyk@hotmail.com)

