



FANSHAWE YACHT CLUB

DOCKSIDE SCUTTLEBUTT

Josephine Scarlett—

volunteer extraordinaire

submitted by Suzanne Goldt

August 2007
Volume 07 Issue 4



Josephine Scarlett has been a member of FYC for as long as I have (since the early 1970's) and over that time period, she has been involved in an amazing variety of interests at the club. Her contribution was officially recognized in 1981 when she was our Member of the Year and she continued on to the present with her timeless contributions.

My strongest memory was of

Josie seated in our shoreline race hut, competent and totally relaxed, running the racing for all manner of club events and series racing. This in the days when we had to put an upper limit of 200 boats on the number of entries for open Josephine Scarlett has been a club member for at least as long as me (mid-regattas! Regardless of the situation, the cool competent style never changed. In all that time, although she had a Mirror Dinghy, I had never seen her race! It certainly was a huge relief to know that we seldom needed to search for someone for that job.

Josephine was the Sailing School Director from 1991-2004 when the school was still going through its early organization (following Harry James, Doug and Chris Hairsine and prior to Peter Wilkins) For several years up to 2002 she also was our Membership Chair - overlapping the wearing of two sets of deck shoes at the same time.

With all of this involvement, Josie also helped with social events, work parties and so on. She certainly is one of the members who knows the club's course over time very well.

Raise your sail one foot and
you get ten feet of wind.

Chinese Proverb

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**Next Issue: Contributions
Deadline October 1, 2007**

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Editor's Notes

What a warm beautiful summer we've had so far. Hopefully many of you have had the pleasure of being out in the water while I regrettably watch from the sidelines this year. Due to my surgery, we have missed our yearly North Channel Cruise. Thus waiting till next year makes for a longer year to wait for the most wonderful place to sail. Read about it in Carleens write up for this past summers Cruise. Sure wish we were there Carleen it sounded like lot's of Sunshine!

I would like to make mention and congratulate Our long time member Bert Renes with another milestone in his life.



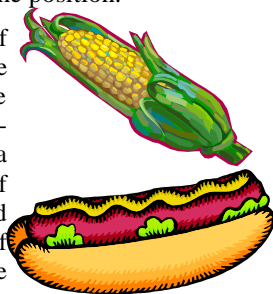
Happy 80th Birthday Bert!

The Executive has announced the position for a new Treasurer as filled and we welcome a new very qualified member to this position. Thanks Wayne Henderson for taking this on. On the other hand Perry Meunier is leaving the London area and we wish him well at his new position in the working world and will miss his help with running the financial business so faithfully and with a job "well done" THANKS PERRY! From all of us at FYC.

Furthermore, the executive still is in desperate need to fill the position in the Executive as Secretary. If this is an area that you are able to assist, I assure you it gives you a chance to have your voice heard in the decision making. This position isn't as difficult and demanding as it used to be. If you are gifted in this area why not give it a try! Call Paul

the Commodore or Mark the Vice Commodore and they will give you more details on the position.

Another item of concern is the Corn Roast at the Club Championship. This is a great time of socializing and needs just a bit of help with the items needed to make it happen. Read about it on page 3 for further details. Let's not miss out on this social time together! If you are able to pull this together please contact Paul or Mark! Happy Sailing to Everyone!



From the
Crows
Nest

- Alice



FYC 2007 –Events Corner

Executive meetings

First Monday of each Month

General meetings



Events

- Aug 17** Dinner hosted by Rowbust for 5 Breast Cancer Survivor Teams in chalet following Dragon-boat Regatta on Fanshawe Lake
- Aug 25/26** Club Championship Regatta
- Sep 29/30** Pumpkin Regatta (open)
- Oct 13** Fall Work Party #1
- Oct 14** Fanshawe Park Closes
- Oct 20** Fall Work Party #2
- Nov TBA** 50th Annual FYC Dinner
- Nov TBA** Annual Budget Meeting
- Nov TBA** Winter Wednesday Nights Dinner Out Begins

Informal Club Racing - Weekly until Oct 10

Wednesday racing - at 3:00 PM and 6:15 PM .

(Note: Time changed for evening race as days shorten)

Sunday racing: 1:30 PM

Coffee and social at the end of racing

Lasers - Wed evenings at 6:00 PM

Sailing School Schedule

- Aug 13** 4 wk bronze sail course starts
- Jul 30** Start date for adult evening classes In White Sail and Bronze Sail.
Mon. and Wed. Evenings, 6:30 to 7:30 PM

Upcoming Events at Fanshawe CA

- Sep 16** UWO rowing meet on Fanshawe Lake
- Oct 13** Vulture Bait Trail Race at Fanshawe CA runs of 10, 25 and 50 K.

Pioneer Village

- Aug 18/19** Harvest time
- Sep 22/23** Doors open London: Military re-enactment of the Invasion of Upper Canada 1812
- Oct 6/7/8** Fall on the Farm - harvesting, textile art, woodstove cooking
- Oct 12/13, 19/20/21, 25 to 28**
Haunted Village Hayrides - Polidori's Vampyre, a play by Jason Rip, based on 1817 Gothic horror story.

Other Events

Up to Aug 25 At the Hume Croyn Memorial Observatory at UWO – Sat evenings slide show at 8:30 PM with star watching until 11PM.

Dragonboat Events



Wonderland Club- Waves of Fury

Practices: Tues and Thurs evenings at 7:00PM
(meet at Ted Early Park at 6:15)

Racing:

- Aug 18** London, Fanshawe CA
- Sept. 15** Stratford

Rowbust Club

- Sep 15** Stratford



Welcome to the New Club

Treasurer - Suzanne Goldt

Wayne Henderson is our new FYC Treasurer taking over from Perry Meunier who is taking on a new position in the real working world. Our Commodore, Paul Chesman, said that Wayne is well settled in amongst the accounts and with Perry's help, the transition has been smooth.

The notice of the **Annual Budget Meeting** for all FYC members will be announced in the October newsletter. Please be sure that all your financial requests/receipts, etc. are submitted to Wayne promptly to allow for the preparation of the accounts.

Help wanted – FYC Secretary on the Executive

If you can write (or type) the Executive needs you. The Club Secretary's duties can be explained by any Executive member and there is a lot of support available to anyone who would be interested in volunteering for the position.

Good as new! Renovations to the Chalet are done

The new roof has been on the chalet since spring and the south wall has now been recladded forcing out resident raccoons, skunks, snakes, mice.....Many thanks to the work crew – Hans Schaffner, John Nichols, Doug MacKenzie and Jim MacKenzie for all their man hours!

FYC Corn Roast at the Club Champs...will it happen??

The Annual Corn Roast has not yet been organized for the Aug 25/26 weekend. If there are members who have had elected to help with the Social Committee or who are willing to organize the event, please let either myself (Suzanne Goldt) or Mark Anderson know (Paul Chesman will be away from Aug 18 to Sep 3)

The format is very simple....Corn on the cob, hot dogs with condiments, pop or juice and coffee. These need only be ordered and cooked and I believe quantities are recorded from past years.

News from the Sailing

School Boathouse by Peter Wilkins

There is lots of activity around the boathouse these days (mid-August) as the summer junior program continues. The White Sail class has the fourth session newly underway this week with a dozen students. Our Bronze Sail class is mid-session with a group that is actually oversized as we adjust the program to accommodate the demand. The Silver/Gold Race Team are scurrying to prepare for the big event of the summer – the CORK events in Kingston. Our student numbers have been strong this season and most of the students have been keenly interested in learning our 'sport'. The weather has co-operated with reasonable winds most days and very few rain days to interfere. I still love to see the activity with the young students around our club and the sights and sounds that it generates. Some of our students now are returning for their third or fourth season, so we are recognizing them and they know us all by name, adding to the camaraderie in the group.

Our second round of adult sessions is also underway with a class in White Sail and a second group taking Bronze Sail level. The numbers here are down from the earlier levels, but it is an interested group and they are eager to learn. We are glad to see that several former students, some from earlier this season, have returned to enhance their skills with the Bronze training.

Our staff of five instructors is working well together under the leadership of Instructor Manager Peter Norris. We have a good team in place. The boats are holding up well with some repairs to the 420's and Laser II's, although it is becoming clear that we need to devise some additional boats to teach Bronze level. That could be some discussion for the off-season.

That's about all the news from the boathouse this issue. Next issue, we hope to have some news on how our racing team is faring in the regattas that they have attended this season. The bits of news that we have been hearing indicates that results are good as the team is learning well and using their skills properly.

Informal Racing – Half a summer of pleasure left!

This year's informal racing has been blessed with better weather by a long sight compared to the rains, excessive winds (and lack of) in 2006. The most popular time slot has proven to be on Wed evening with more than a dozen boats on the start line even during vacation season. All Wed afternoon and Sun afternoon races have also been successfully run with a few less boats than seen on Wed. PM. It has been great to see new members on the start - an excellent way to meet members and discuss tactics, rigging and equipment. Three Hobies have joined the Wed evening racing so the cats have a fleet!

Please note:

The Wed. evening race is moved to 6:15 PM to ensure the race can be finished on these shortening days.

Laser Racing continues on Thurs evening but a number of the intense racers will be attending CORK in Kingston from Aug 16-22. These sailors will definitely be good ambassadors for FYC!

Finding your issue of the Scuttlebutt online

We no longer are using the login and password for the Scuttlebutt. In the future the login and password will only be used for minutes, meeting announcements, budget info, etc. and will be included with the email sent. Scuttlebutt and Archives:

<http://www.fyc.on.ca/members/scuttlebutt/>

OR go to the FYC website www.fyc.on.ca

Click on the members tab

Click on Scuttlebutt

An Ode to the Weather Man

And in the dying embers
These are my main regrets:
When I'm right no one remembers;
When I'm wrong no one forgets.

A Tale of Two Two-Stroke

A resounding crack followed by a thunk, then a fluctuation in the motor's sound and a gurgle. I quickly looked astern to see my 8 horse Johnson disappear into about 30 feet of water just north of Bayfield. To those who have never witnessed the loss of a running outboard motor, it is a lesson in propulsion, which although interesting from a physics aspect, is a costly one, which can easily be avoided.

As the motor is freed from its constraints, the propeller continues to screw forward. This, added to the leveraging effect of the motorhead's weight, causes the shaft to rise to the surface. This, in my case, resulted in the prop notching a hunk of glass from the transom (the thunk sound)! With still fuel enough for a few seconds more machination, the outboard then spins horizontally on the surface before gravity and inertia cause it to spiral away on its side to its resting place on the bottom. Really quite beautiful in its own way. Nevertheless, a physics lesson which I would preferred to have seen in 3D animation and not in real life!

Lucky for me the incident happened on my CS22 Sailboat. I was on vacation in Bayfield, but an appointment back in London had meant a decision on my part to lower sails and crank up the motor in hopes of making good time back to the harbor. Now motor-less, I remade sail and tacked my way back up to the river's mouth in against a light offshore breeze. Realizing the futility of trying to wend my way up the river, I flagged down a nice young chap who had one of those 2-seater sea-doo's. He easily gave me a tow right to my slip and waved farewell as I thanked him profusely. As a side note; I now refer to these people as "Power-craft enthusiasts" as opposed to their previous designation as "Twinkies"!

Driving back to London, I had some time to reflect. There were two reasons for the mishap. The first

was maintenance and the second was a safety issue. From the maintenance angle, the plywood board to which the motor was clamped had become actually spongy and well past due for replacement. Having owned the boat for only a couple of months and anxious to get sailing, I had decided that this was a nice job for the coming winter. That's when I would fashion a new mount from a nice piece of hardwood or maybe I would find out about that Starboard stuff. As it happened, the board splintered off at the top, the motor taking the piece attached to the clamps which were still secured by the anti-theft lock.

The safety issue, had it been addressed, would have saved me some money and embarrassment. As you may have guessed by now, there was no safety chain or lanyard connecting the motor itself to the vessel. Even though I had joined the Boating course at about week 5 and this topic had already been covered, I cannot use ignorance as an excuse since I had received all of the course material. For about Ten Dollars or less invested in chain, this story would have cost me about twenty bucks instead of about Eight Hundred!

By the way, if there are any divers out there, I have a pretty good idea of the co-ordinates where Mr. Johnson sleeps.

Talk to me nicely and I may share this info with you.

I think I can find the key for the anti-theft lock!

End part one. - Mark Anderson.



Dragon Boat Festival

If you have the opportunity, come out to Fanshawe Lake on Aug 18 to cheer on our dragon boat members at the Dragon Boat Festival. Following the event on Saturday night, the Chalet will be used by the Rowbust Team to host a catered dinner for the 5 Breast Cancer Survivor teams who will be participating in the regatta (about 114 people).

The Rowbust team will be busy cleaning and decorating the chalet on Thursday and Friday evenings for the event so we ask that our members please be aware of all the hard work and plan not to use the chalet on Saturday. Thanks!

The 15th annual London Dragon Boat Festival will be held Saturday, Aug. 18, 8 a.m. – 5 p.m., Fanshawe Park Conservation Area, 1424 Clarke Rd. Admission \$5 adults, \$2.50 children 12 & under); proceeds to the Children's Health Foundation. Contact Ken Ross 519-872-6961 or

raceinfo@dragonboatlondon.ca.

HAPPY 80th BIRTHDAY BERT!!

On Sunday, July 22, my wife Irene and I were pleased to attend the party given to honour Bert Renes on his eightieth birthday. Bert Renes and of course his wife Josie, have been long time members and willing volunteers at our club. With Josie helping often in the kitchen for events and Bert doing welding repairs where needed, they have both contributed greatly to benefits the club offers. In fact, the ladders on the dock that we oldsters relish to help us gain access to the tenders were constructed by Bert.

At his home, surrounded by family and friends, and I mean a lot of friends, Bert and Josie entertained royally. Also present and representing FYC were Ross and Shirley Green. In addition, Bert's pal and sailing buddy, former FYC member Harp Tuninga with his wife Heather, were there to wish Bert many more happy years on Fanshawe Lake as indeed do we all!!



Submitted by Ralph Smith



Camp Woodeden sets its sights on a year-round mission

By Mark Spowart—The Londoner

“It’s great to be able to do something on your own, without having some-one do it for you.”

So says Matthew, the 2007 provincial ambassador for Easter Seals and a **Woodeden** camper.

For more than **60** years the Easter Seals has been providing that experience for individuals living with physical disabilities at Camp Woodeden, located just west of London.

Every 10 days through-out the summer 65 new campers arrive at Woodeden. The program costs approximately \$2,000 per camper; however, each family only has to pay \$50. Children from all over the province attend, and when required Easter Seals will fly them in to attend the camp.

Since its beginning Camp Woodeden has provided summer camp to approximately 21,000 children with physical disabilities. In addition more than 60,000 family members were also able to benefit from the respite that the camp provides.

Staff at the camp has now added one more goal to their agenda. They are planning to become the first year-round multi-sport facility in Canada for kids with disabilities.

“We’ve been doing this since 1946,” says Leela Sharma of London, campaign director for Easter Seals Camp Woodeden. “From a program and operational standpoint we are set, we just don’t have the facilities to go year-round.”

The Western Fair Association gave Camp Woodeden a good kick start last week with a \$20,000 donation to the project.

“Western Fair Association has a community enhancement fund that was established when we built the slots,” says spokesperson Heather

Blackwell.

Each year one per cent of the revenue from the slots is earmarked for community development. Groups apply and a committee selects the winning group.

In 2005 Faster Seal began to revitalize the 60-year-old camp. Out-dated buildings were replaced with fully accessible four-season facilities. A new Hilltop Lodge has double camper capacity, which helped to reduce the number of waiting list for the camp.

A new fully accessible pool and change house was built. A 75-foot swing and rope course was added. All of the improvements were done using donated money as Easter Seals receives no federal, provincial or municipal funding.

The new facilities have been a welcome addition to the camp. Now just one building is left to be built for the camp to become year-round. “Right now, I can offer a place to sleep, a place to eat, but not a place to run programming,” says Cory Lawson, camp director and site manager. “Having the indoor program area just gives them so many different things to do.”

A planned \$34 million multi-sport gymnasium and recreation centre will include a rock climbing wall accessible to children who use wheelchairs. It will also house a performing arts stage as well as amphitheatre.

The new sports centre will also be a place that local teams and community groups would have access to. “Sledge Hockey, wheelchair basketball leagues, right now they use school gyms, but there would be no reason why they couldn’t use our facility,” says Mr. Lawson. “We will have accessible change rooms, and a year-round accessible gym.”

Completion date is set for 2010, but the camp needs to raise all of that \$3.4 million to see it happen.

Upper Thames Watershed in Level 2 Low Water Condition - Recent Rain Not Enough to Replenish Streams and Rivers

Most creeks and rivers in the Upper Thames River watershed are running low, and precipitation over the past several months has been well below normal across the region. As a result, the [Upper Thames Low Water Response Team](#) (LWRT) has issued a Level 2 Low Water Condition bulletin for the watershed.

“This week, we saw 20 to 50 mm of rainfall across the watershed, and that rain is very welcome,” said Mark Shifflett, Water Resources Engineer with the Upper Thames River Conservation Authority and member of the LWRT. “However, our rainfall since April was approximately 150 mm below the historical average, so we have a way to go before conditions return to normal.”

Rainfall recorded at the London airport from April to July this year was the sixth lowest total rainfall for that four

month period in just over 100 years of record. July was particularly dry, with most of the watershed receiving less than 30 mm of rainfall for the entire month, which is less than 50% of normal. Because of the over-all dry conditions, the rainfall received this week did little to replenish low water levels in watershed creeks.

Low water conditions are not isolated to the Upper Thames watershed. Most of the watersheds in Southwestern Ontario are currently under some level of low water advisory. In addition, all five Great Lakes are below normal levels for this time of year.

A Level 2 Low Water Condition bulletin is part of a three-tiered advisory system used in Ontario to inform the public of local low water conditions. The LWRT had issued a Level 1 bulletin in early July. Level 3 is the most severe low water advisory level.

“During a Level 2 Low Water Condition bulletin, the team is urging everyone to voluntarily reduce their water use, with an overall reduction target of 20%,” said Shifflett. “We especially want anyone who draws water from more sensitive sources, such as shallow groundwater wells or surface water, to monitor and reduce their water use.”

Reducing water consumption at this critical time will lessen impacts on the aquatic environment and help to avoid more serious shortages in the future, should low water conditions persist.

Water Conservation Tips

- Keep outdoor watering down to essential needs – newly planted trees, shrubs, plants and newly laid sod that must have water to survive. Typically, an established lawn can be allowed to go into dormancy and will recover from a dry period.
- Stop all unnecessary outdoor washing – cars, sidewalks, driveways.
- Reduce your water use around the house – wash only full loads of laundry and dishes, take shorter showers, turn water off while brushing your teeth.
- Repair any leaks in your plumbing system.
- Start a water conservation program at your business by reviewing the operations and taking action to reduce water use.

For more water conservation tips, www.thamesriver.on.ca/River Levels/Low water response links.htm

Shifflett explained that the Upper Thames River Conservation Authority (UTRCA) is currently releasing water

Continued page 6

from its reservoirs at Pittock Conservation Area (Woodstock) and Wildwood Conservation Area (St. Marys) to increase stream flow in the North and South Branches of the Thames River. "Every spring, we store water in these reservoirs, and then gradually release the water over the summer and fall in order to supplement flows in the Thames. There is currently enough stored water to provide flow for the Thames River into the fall."

Shifflett stressed that areas upstream of these reservoirs, as well as smaller tributaries of the Thames River, are at higher risk due to low flows because these watercourses do not benefit from low flow augmentation.

The Upper Thames watershed includes the communities of Mitchell, Stratford, and St. Marys in the north, and Woodstock, Ingersoll, and London in the south, as well as surrounding rural areas and smaller communities.

The Upper Thames LWRT includes representatives from agencies and industries across the watershed, including municipal government, the UTRCA, and several provincial ministries, as well as the local golf course, agricultural, and aggregate sectors. The LWRT is continuing to monitor conditions in the watershed and will provide updates as required.

Yacht club strengthened by racers and dragon boats

By SEAN MEYER—The Londoner

Mike Morris can remember the days when the Fanshawe Yacht Club proudly had 300 boats regularly sailing from its docks.

Over the years, Mike says the club's membership has gone up and down quite a bit as sailing has moved in and out of fashion. Today, Mike says the club has about 120 boats – perhaps 100 on a regular basis – sailing the waters of Fanshawe Lake. And while that number may seem small to some, Mike, the club's public relationships chairman, says it represents a positive recent trend for the club.

"I think we are in strong shape. We are right at where we've been in recent years, plus we have made some strong additions, the two dragonboat teams, the competitive rowers," Mike says. "I think we are really going ahead now. We have

new members, older members coming back, the paddlers. Adding the dragon boat clubs (both the Rowbust and Wonderland clubs are operating out of the yacht club this year because of low water levels on the Thames River) has been a real plus for us."

That plus, Mike says, isn't just in having more people using the club, but also in helping to get it ready for the season.

"Every spring, and in the fall, there is a lot of work to be done, the docks, the moorings. The dragon boat people have just done such a tremendous job. Having them here has made a real difference," Mike says. "We've had boats in the water for over three weeks now. That's earlier than usual. Every spring there is so much to do and the members from the dragonboat clubs have done so much work, it is great to have them here. It's really made a difference."

Brenda Pentland is president of the Wonderland Dragon Boat Club and says her members have been thrilled by not only the reception they received from the yacht club, but by having the opportunity to practice on Fanshawe Lake.

"We love being here. We've been so welcomed here. I've talked to a lot of club members who have said even if there was another option, if the river was usable, this is where they want to be," Brenda says. "The club pays a membership (to the yacht club) and then each member pays \$40. We've given the rest in brute work (she says jokingly). The lake has been great. Some people may have been worried about being out here, but from that respect, it's been great. You gain different skill set practicing out here and that's a good thing."

Mike says having the two dragon boat teams come to Fanshawe, along with a competitive rowing team which has moved out to the yacht club this year, has really helped create excitement for this new season.

However, there is another group that Mike says is starting to generate excitement as well

"We've seen the kids coming back too. We've seen parents who were kids when they first learned to sail coming back with their own kids now. It's an opportunity for them to learn a

skill they will have forever," Mike says. "They are getting introduced to racing, which is the thing that really gets people hooked, that really gets people excited."

Jens Biskaborn and his sons Brad and Kevin certainly agree.

Jens has been a club member since 1970 and introduced his boys to sailing before either was even 10 years old.

"Racing is the thing that gets people excited for sure. I think maybe 65-70 of the boats out here are for racing. Lots of dads and sons are coming out. I know I spend a lot of time racing the boys, it's great," Jens says. "The biggest problem is getting young kids out. But people come out and see the fun we have and they want to be a part of it. It's a blast." Brad, 22, says sailing has been a family affair for as long as he can remember and credits racing with keeping his interest.

"If it wasn't for racing, I wouldn't be out here. People say they are going sailing and then just sit in the boat. Racing is what draws people in," says Brad who is currently ranked 327th out of 800 competitive racers in the world. "It's like any other sport; it's the competitive side that keeps people interested. It's great having everyone come out, there is such a positive attitude."

Kevin, 21, who now looks after the yacht club's website, says being a member is great fun and something parents with younger children should get involved in sailing.

"It's a lot of fun for the family. The racing, the competition, that's one thing. But we have so much fun just rigging the boats. And when you get on the water, it's the smaller boats that are closer to the water that makes it even more exciting."



FYC North Channel Cruise 2007

By Carleen Hone

This year's FYC Cruise saw four boats put in at Spanish, on the North Channel. Spanish is about 2 hours west of Sudbury so it is a bit of a long haul to get there, but is usually worth the drive!

Cruisers were: Mike Morris on *About Time*, Bob Hendry on *Elsie Too*, Hans and Peter Schaffner on *Temptation*, Jim MacKenzie and Carleen Hone on *Tri-oomph*.

Friday, July 20

All boats arrive and put in at Spanish marina except Jim and Carleen with *Tri-oomph* which rolled in at about 1:00am!

Saturday, July 21 Sunny, 25C, winds building from 15-20 from the west

Breakfast in town then back to head out. *Tri-oomph* still had to launch but was rigged.

While rigging *Tri-oomph* in a slip, a gentleman hailed us and asked if the burgee on our stay was from Fanshawe Yacht Club. We said it was. He introduced himself as Peter Hamlin, an FYC member in the early 1960's who had sailed a Y-Flyer! We chatted for a while about the club and he told us he had left in '64. Now he spends most of his time on a Catalina 27 in the North Channel. Nice.

The boats headed westward hoping to see some new ground (recently the cruise has started out eastward toward Little Current). Great Sailing. Winds were up at about 15 Knots or more. We beat up the Whalesback Channel, stopping at a little island called Gervase for lunch. Sailor Mike related that many boaters had pulled out, some cutting vacations short, as the weather in the North had been terrible in the weeks prior to our arrival. I crossed my fingers for good weather on this trip. So far so good.

We beat up to Moiles Harbour on John Island for the night. The distance on our odometer read 20 nautical miles! Moiles is a nice, deep harbour with a YMCA camp on it. We saw a bunch of teenaged

campers who told us they like our green boat as they tramped along the shore. Pretty quiet spot considering the kids nearby.

Sunday, July 22 Sunny, 27C, winds light from the west

Motored through the narrow part of the Whalesback Channel to spot called Beardrop Cove for lunch. *Elsie Too* and *About Time* explored the west side of John Island for the future. Then everyone rafted together. A great lunch spot but going ashore means you are trespassing on First Nations land. Had a swim with Peter Schaffner while some others napped or swapped yarns. Water was clear and a little cool only. Later, Hans and Peter tried to take *Temptation* out to the main channel through a narrow cut between two islands. Let's just say they left a little paint souvenir on a rock and backed out.

Continued under motor for Turnbull Island which is sort of south of Spragge (on the mainland). On the way we saw a big trimaran coming at us flying downwind. We both altered course toward each other. We slowed and hailed a greeting. The boat was a Chris White 42' design called *Caliente* and had just raced the Mackinac. Big boat!

Turnbull Island is a large island in a group of mostly un-named islands. Rather like the Bustard Islands near the French River. We all tied to a lee shore and counted about 20 bigger boats at anchor. Toward dinner time, a tender came around. The fellow was the Rear-Commodore of the North Channel Yacht Club in Spragge. Apparently their club had quite a few boats at Turnbull and were inviting all of us to join them for a campfire on the beach. Very nice offer. We all hit the sack early though.

Monday, July 23 Sunny, 27C, winds very light from the south

Beautiful sunrise and suspected a hot day ahead. Decided to head for Gore Bay on Manitoulin Island. Had never been there as the

crossing can be rough on a small boat. Jim and I explored the islands on the way out. Lots of small secluded anchorages and even a few beaches. Were hailed by *Temptation* (who, with the others, left earlier than we did). Reported they were sailing doing 3 knots. Water pretty flat.

We sailed out about 3 miles then the wind died. Turned on the "Johnson Sail" and motored for a while. Wind came from behind so we popped up the spinnaker. Ran or reached for a few miles until the wind started to beat! Crazy. Motored again until 3pm. Then as we neared the point to the entrance of Gore Bay, the wind came up. We sailed in on a great breeze! The other guys in the slips already, thought we were kidding when we radioed about the great sailing in the bay!

Tucked into slips near the red-roofed Gore Bay pavillion. It is a small gift shop with a restaurant above it and an observation deck above that. Great view of the harbour. Lots of "big" boats in. *Caliente* was there along with others who had finished the Mackinac race.

The FYC group enjoyed a great meal in the Pavillion restaurant. A couple of the more interesting items on the menu were the "Raccoon Ribs" entree and for dessert, "Raccoon Balls"!! Jim ordered the Raccoon Ribs which, to my disappointment, looked like beef ribs. Bob ordered the raccoon balls which, to his delight, looked like delectable chocolate covered eclairs!

The group then toured the harbour and checked out the big boats. Got a tour of *Caliente* from one of the crew. They were just up for a cruise in the area now before heading back to Chicago I think. No problem hitting 20 knots on that boat in a light breeze. Yikes!

Canadian Yacht Charters is located here if one feels like chartering something larger than a trailer sailor up here.

Tuesday, July 24 Sunny, 28C winds light from south west

Motored out of Gore Bay and headed for Kagawong at the bottom



of Mudge Bay. Peter and Hans had not been there before so off we went. Popped the sails up in the main channel and sailed for a short while. Pretty light. Glad we have a biminy! Long day in the sun. By the time we hit Clapperton Channel near Mudge, Bob on Elsie Too had had enough. (Too many raccoon balls I think!) He made for Clapperton Island at the top of Mudge Bay to do some fishing. The rest of us carried on down to Kagawong.

The main pier of docks at the Northern Marina are really high. I guess freighters to carry lumber used to stop there. The name Kagawong is Ojibwa for "where mists rise from the falling waters". This refers to the lovely Bridal Veil Falls which are about a kilometer upstream from the shore. We planned to hike up the trail to the Falls next morning. Dinner on board and watched local kids jump or dive off of the high pier.

Wednesday, July 25 Sunny, 27C winds light but from the west/south-west

Hiked up the trail near the marina early. A well-maintained path leads upstream to the falls which are about 60' high I guess. They fall over a ledge so that one can walk behind the falls on a rather narrow and slippery path. It's very noisy and and suprisingly windy behind the falls. I went for a swim below the Falls then the group headed up a bunch of stairs to the top of the Falls. Followed the road back into town. Checked out the tiny Post Office Museum in a small log home. I gather that the original builders of the log home in the late 1800's raised 15 children in this home which is smaller than most single car garages! Must be cold winters up there on Manitoulin Island!

Left Kagawong around 10am and headed up to meet Bob near Clapperton. Decided to go up to the Benjamin Islands. This is one of our favourite spots. The islands in this group are mostly pink granite

which was mined by Americans for tombstones until the Canadian Government put a stop to it a while back. Known as "the Benjies" the rocks are smooth and the South Island is quite high. Good protection and great hiking. A few years ago, we even saw some kids skateboarding down the rounded slopes!!!

We decided to pull into a very tiny, very secluded area on North Benjamin we call Jimmy's Bay. Only half a dozen trailer sailors can get in and it can be tricky entering or exiting due to all of the submerged rocks. NONE of the big boats come near there. They all use the deep anchorages of the south island.

We all dined aboard Tri-oomph that evening. Then we called Doug MacKenzie for his birthday. Doug and Shirley were unable to go cruising this year as they were visiting relatives in Pictou, NS. I thought it would be nice to share our little bit of heaven with him on his special day.

Thursday, July 26 Sunny (spot the trend yet?), winds light - Jim's Birthday

Early morning skipper's meeting. The guys dingied over to Elsie Too to confer and chat charts. When they came back, there was a scrawny little fox nosing about the shore about 20' from the boats. Jim rowed near to it and determined it was female. She was kind of gingery with black legs and black on the tips of her ears and tail. I broke the campers rule and tossed her our bones from last night's dinner. Poor thing. She desperately tried to get about 4 bones and a few chunks of meat into her mouth all at once. She finally succeeded and carried them off. Soon she was back. Must be a tough living though there seem to be a lot of crawfish in that area.

We headed out and did a tour through the narrow rocky west entrance to show Peter what the Benjies looked like. Probably about 25 boats (power and sail) either tied or anchored out in the main harbour.

Then we sailed eastward to a favourite lunch spot...the warm sandy beach at McTavish Island. McTavish is small but is kind of kidney-shaped so you have protection from west, south or even easterly winds. The sand beach is shallow and virtually rock-free. We have met folks camping there before with kayaks or powerboats. This time we had it all to ourselves. We all spent time swimming or napping on shore or exploring the island. Bob even strung up a hammock!! Winds stayed very light so we decided to stay put and enjoy the island. Jim collected a lot of wood for a fire and we all gathered ashore for a sundown campfire. Sailor Mike brought Jiffy Pop which Jim rigged on the end of a forked stick. No Les and Hilary, it did NOT catch fire and explode!!! (inside joke - ask Les Pomeroy sometime!). We chewed the fat (and the popcorn) and loved life. A nice day for Jim though I know he would have liked to have spent it sailing!

Friday, July 27 Sunny with clouds moving in.

Listened some mornings to "The Cruiser's Net" which is broadcast on Channel 72 at 9:00am most days from Little Current. The host is Roy who gives news, weather, local happenings and then invites cruisers to check in and report where they are, etc. He repeats messages for those whose VHF radios have limited range. The Trailer Sailor group had many boats in the area. At one point in the morning, one boat broke into channel 16 and suggested that the trailer sailors "take cover" as a squall was coming in!! We looked around and weren't too sure. We monitored 16 for updates which boats with radar or internet etc. would relay. We ducked into Oak Bay to weather it out when it came. It never did.

The guys on Temptation decided to head back to Spanish to be ready to pull out early Saturday. The rest of us decided to move on to Aird Island, about 5 miles south-west of Spanish for the night. On the way, Sailor Mike found some trailer sailor buddies in Shoepack Bay near Little



Detroit chatted with them for a while. Now Little Detroit is an interesting place. It is a fairly narrow (75') channel which leads you west to the Whalesback Channel or eastward to the McBean Channel near the Benjies. Most boaters will give a courtesy call on Channel 16 with boat length, direction and estimated time of transit through the narrows. My favourite call is the one where the boater (let's say a 30' power boat) will enter Little Detroit in 30 seconds!!! Why bother with the VHF at that point? Just look ahead! Funny. We heard a call once of a 22' WIDE sailboat entering Little Detroit! We suspected a big tri and sure enough it was!

About Time, Elsie Too and Tri-oomph headed west a few miles and tied up to a small island for the night. As we arrived, a guy fishing nearby told the guys that he had just seen a bear swim to our island from another!!! Well, we pulled off shore quite a bit that night. No bear was seen which is probably ok.

Saturday, July 28 Sunny (yep, again ... yawn), 27C breezy!!

Last Day. Sailor Mike and Big Bad Bob decided to go for a sail on the way back to Spanish then pull out, de-rig and sleep on the boats in order to leave early Sunday morning. No problem. Jim and I decided to go sailing too but use the whole day to do it. As we left our anchorage for the big bay, we watched a young bald eagle perched in a tree. He still had some spots. Fantastic.

We had a long spinnaker reach westward up the Whalesback again. We sailed and sailed through the channel all the way to Long Point near Spragge. We doused the chute and sailed into Taschereau Bay for lunch (there is one nasty barely submerged rock in here which we saw but would be brutal to see on an overcast day. Very protected harbour. Enjoyed a swim while Jim dingied about scouting the area. More bald eagles flying around there as well.

Then we sailed all the way back on one reach to Spanish out of the Whalesback narrows. Amazing.

Drifted into Spanish. Secured a slip and enjoyed a great sunset and moonrise from the new gazebo at the base of the big wind turbine about the marina. What a view. Rocks, trees and water. Gorgeous.

I love the facilities at the Spanish marina. They are very clean with lots of showers, a sauna, a fitness room, laundry, small gift shop, free book exchange and satellite TV in the lounge. I hear it is used by snowmobilers in the winter as well.

Mosquitoes came in thick at sunset! Good thing we have screens.

Sunday, July 29 Sunny, 28C windy (of course!)

Left Spanish around 8:30am a little behind Mike and Bob. Caught up with them at Sudbury on the side of the road! Mike had bearing troubles but was soon underway again. Next stop, Parry Sound. There Mike and Jim had another look at the bearings. Jim suggested a stuck brake might be the problem. Again, we left a little behind the guys. Didn't see them again. Hopefully that was a good sign.

But, our own luck wasn't so good. We blew a right side trailer tire near Stayner. No worries, we had a spare. Onward to the Timmy's in Listowel. Four kilometers out from Listowel we blew the spare!!! We crept into a motel parking lot. This was 6:10pm on Sunday!! Now what?

We called my father, Jack Hone in Waterloo. As a Y-flyer sailor, he always has trailers and so on around. Yes, he had a couple of tires - on rims - that seemed to measure up. So we left the boat and headed for Waterloo. Mom had dinner waiting and we left with two tires. They were just a bit high but fit the trailer with millimeters to spare to the fenders!!

We arrived in London, still not having seen Mike or Bob, at 12:00am. But what a great vacation. Yes, we could have used more wind for sailing but we had NO RAIN. Wow.



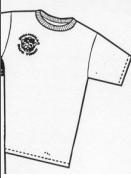
Folks say that the North Channel has some of the nicest cruising grounds in the World. I believe it. Hope you can get there someday if you haven't already enjoyed it.

Fanshawe Yacht Club Open House Report, May 26-27 - R & S Dickinson

First, a great big thank you to all the club members who gave their time and expertise to make the Open House as welcoming and successful as it was.

The weather was not as good as we would have liked but the turn-out by the public was pretty good, with 214 people attending on the Saturday and 189 on the Sunday, the less clement of the two days. The corresponding numbers of sail boat rides were 210 and 178. The participation by club members (including the Dragon Boat and Rowbust members) was excellent both on the water and off. A significant number of people signed up for the Sailing School over the weekend (5 youth and 13 adults) although it is unknown as to how many of these attendees would have signed up without the open house. One person signed up to become a leasing member and three people indicated an interest in the Dragon Boat club but only one joined. The skippers offering rides (the front line) were polled after the event and, from those who responded, the feedback was largely positive, some indicating that they felt that, due to the relatively poor weather, the visitors who came were mainly those more interested in sailing rather than those who simply come out for a ride. However, it was observed that a significant number of visitors, when asked about their interest in sailing, indicated that they had no intention of becoming more involved in sailing or joining the club. It should be noted that our advertising does encourage people to simply come to the club for a sail, so we can't fault people for taking the opportunity to enjoy one or more free rides, regardless of their intentions. Several club members have remarked that they find the open house activities pleasant and enjoy meeting the visitors and fellow club members but others are less enthusiastic. It was observed by several members that it is difficult to know how valuable this activity is with regard to the wellbeing of the club in the recruitment of new members, as the effect of "word of mouth" publicity and delayed response by attendees cannot easily be quantified.

There seems to be, within the membership, some doubt as to whether the Open House is an efficacious way of attracting interest and new members to the club in view of the advertising expenses incurred and the enormous amount of time invested by both the organizers and the volunteers. Perhaps this deserves further discussion by the executive and the membership at large? During a wrap up meeting of the organizing committee, a consensus was reached that the event is indeed worthwhile, but some reservations were also expressed.

	Polar Fleece Vest 100 % Polyester polar fleece, full zippered front with stand up collar Size: S—XXL (navy or red)	FYC—Store Fanshawe Yacht Club <i>Fashionable wear on the dock, in town, or sailing.</i> <i>Shop Early in time for sailing!</i>	Coastline Jacket 100% nylon taffeta shell half back Mesh lining, folds into pouch. Size: S—XXL (navy or red)	
	Short Sleeve T-Shirt 100% cotton preshrunk jersey with double stitched sleeve and waist hem Adult S—XXL, Youth Size: S—L (red, sport grey, navy)		To order...Call Lori Chesman Positive Identity Sportswear	¼ Zip Sweatshirt 50/50 cotton/poly with zipper pull and self collar Size: S—XXL (white, navy athletic grey)
Cotton Cap tri-colored cap, structured low-profile, pre-curved peak, fabric strap with buckle. One Size (navy/red/white)				
‘Please keep in mind, when purchasing orders Lori needs to process 12 items to fill an order not including hats.’				

Results from Commodore’s Cup Regatta June 2 & 3, 2007

<i>Lasar</i>		<i>Race 1</i>	<i>Race 2</i>	<i>Race 3</i>	<i>Race 4</i>	<i>Total</i>
178654	Brad Biskaborn	1	1	1	2	5
187414	Kevin Biskaborn	3	3	2	1	9
170109	Mark Rinker	2	4	4	3	13
168375	Jon Dietrich	6	2	3	4	15
175246	Steve Dietrich	5	5	6	5	21
38585	Rick Goldt	4	6	5	DNF8	23
156906	Mark Perquin	7	DNS8	DNS8	DNS8	31

<i>Wayfarer</i>		<i>Race 1</i>	<i>Race 2</i>	<i>Race 3</i>	<i>Race 4</i>	<i>Total</i>
7663	Jens/Sharon Biskaborn	1	1	1	1	4
7220	Jeff/Vera Eames	2	4	1	2	9
6732	Len MacDougall/ Andy Turnbull	2	2	3	DNF4	11

<i>Open</i>		<i>Race 1</i>	<i>Race 2</i>	<i>Race 3</i>	<i>Race 4</i>	<i>Total</i>
1305	Tanser 22—Hans Schaffner	1	1	2	1	5
KC303	470—Brian Hurst	2	4	1	2	9
-----	Paceship—Jack Blocker	4	2	3	DNF9	18
2782	Roy Elworthy - Bobby Hampton	5	3	5	DNF9	22
384	CS-22—Mark Anderson	6	5	4	DNF9	24
2325	CL-16—Drew Pettiplice - Lindsay Stanlick	3	DNF9	DNF9	DNF9	30
2374	Catalina 22—Symon Kornobis	DNF9	DNF9	DNF9	DNF9	36
409	CL14—Peter/Charles Nicks	DNF9	DNF9	DNF9	DNF9	36

Classified
Lucinda for sale - Lucinda is 21” and comes with the following for \$2840.00. Main, Jib, Genoa, trailer, 9.9 outboard with tank, depth sounder, VHF radio
Anyone interested can call Richard at 519-433-9587 or by email at rfortin@bodyreflex.com

Classified I just got a message from a fellow Luger owner in the Guelph area. He would like to dispose of the following items by the winter:
- Bow pulpit, mast and boom for O Day Mariner
- Bow pulpit, mast and main sail for an Evans 16
- A wooden Chris Craft boarding ladder
Priced cheap to free. **Contact:** Mike Morris

