



FANSHAWE YACHT CLUB

DOCKSIDE SCUTTLEBUTT

The ever-present **Ross Green** in his fine sailing attire!

- submitted by Suzanne

October 2008
Volume 08 - Issue V

Features Page

Ross Green	1
Editor's Notes	2
Events Corner	2
FYC 2008 Banquet....	3
Pumpkin Regatta	4
PCOC	4
Rowbust	4
Sailing School	5
Fall Work Parties.....	5
Wed Racing	5
Around the Club	6
FYC Championships .	6-8
1000 Islands Cruise.....	9-12
A pleasant Surprise...	12
Winter's Great Outdoors	13
2008 Cycling Championships ...	13-14
Fish of the Thames....	14
Boat Speed	15-17
FYC Store	18



Currently he is Safety Officer for the club and is a perfect fit considering his career before fulltime sailing --physician. Club safety is an essential function both on and off of the water. As a volunteer organization, we rely on our own people for the manual labour needed to maintain the facilities and to ensure that rescue is possible for on water concerns. As safety officer, Ross maintains the first aid kits in the chalet and on the rescue boats, ensures that rescue equipment is on the rescue boats and that life-saving devices are along the shoreline. His role, among others, is to monitor safety practices at the club.

Ross has often volunteered to man the safety boats for regattas (as recently as the 2008 Club Championships) and has been part of past Race Committees, such as the 2005 Pumpkin Regatta. In the year of 2005, Ross was inducted into the hall of FYC Members of the Year for his outstanding contributions to FYC.

When the "Person Lift" for the sailors arriving through Wooded and Community Living was considered, Ross was asked to view a similar lift at the Royal Hamilton Yacht Club to assess its usefulness at our pond. This has proven to be a great addition to the club and certainly saw considerable use at this year's Open House.

Ross and Shirley Green have been members of FYC since at least 1994 with their Flying Canuk, "Froggies Child". In this time, Ross has been a very involved club member.

Don't miss the
2008 FYC Banquet
Friday November 7th, 2008

For advance tickets, contact the Executive,
Steve & Betty Dietrich or Jens & Sharon Biskaborn

More information on page 3



**Next Issue: Contributions
Deadline December 1, 2008**

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Editors Notes

The Sailing Season is coming near the end for this year. It just goes too fast! As we prepare for storage of boats and you know of a good reasonable place, send me the information in an email and I'll send it out to the membership. Send in as much detail (location, price etc) as you possibly can to scuttlebutt@rogers.com.



The Sailing School has finished their season and had an earlier work party to end their season. Thanks to the volunteers who helped with this event!

This weekend the Pumpkin Regatta will finish with the final Regatta at our club. Join them or come out to watch and cheer them on!!!

The Fall Work Parties begin on October 18th and

finish on the 25th. Be sure to bring the regular equipment that is used to clean up and put away the Clubs belongings. This is a great time to enjoy some fellowship together and to get to know old and new members!

The 2008 FYC Banquet preparations are well planned and underway. A new feature is Offering a ride to those who find it difficult to get to these events in the evenings. It would be great to have the BIG numbers attending. Last year was fabulous and I'm sure this year will follow suit. Be sure to call for your tickets early to receive the 'Early Bird Discount.'

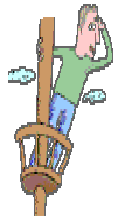
The AGM Budget Meeting will be in November, watch for an email or snail mailing, coming with the information regarding the meeting. As noted in the Around the Club Article, this is

where to bring your financial concerns and needs to 2009 Season.

This summer has gone by quickly and it seems much too fast. I look forward to preparing for a Cruise for next year already. Sailing is certainly a relaxing sport and when we are out cruising, it seems like there is nothing, that can distract you and time stands still. Certainly a great way to relax, and enjoy the nature that you'd never see from the shore lines looking out. Although I enjoy that too, particularly the sky and the beautiful sunsets. Although we enjoy the cruising aspect of sailing, the members who enjoy racing have their moments as well! Wishing you all a wonderful fall and Thanksgiving Celebration!



From the Crows Nest
-Alice



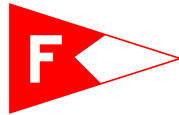
FYC 2008 –Events Corner

Executive meetings

First Monday of each Month

General meetings

Third Thursday of selected months



FYC 2008 – Events Corner

(For more info and details check our website - www.fyc.on.ca)

Oct 4/5 Pumpkin Regatta - notice of race in this issue and on the club website

Oct 18 Fall Work Party #1- park is open

Oct 19 Fanshawe C.A. closes for the season

Oct 25 Fall Work Party #2 - entry through north gate on Fanshawe Park Rd

Nov 07 FYC Banquet

At the Byron Legion,
1276 Commissioners Rd W.
(the corner of
Commissioners and Boler Rd)
Cash Bar at 6 PM, Dinner at 7 PM



Don't Miss
this event

TBA Nov AGM Budget Meeting

TBA Winter Wednesday night dinners out

Jan 2009 FYC Annual General Meeting

Informal Wednesday Afternoon/ Evening Racing May 7- Oct 15

Informal Wednesday afternoon and evening race are open to all sailors as an excellent way to improve one's racing skills or just enjoy a sail with other members. See notice in newsletter

The sailing School is Closed for this season



Thanks to those who helped store some of the school boats after the last sessions.

Wonderland Dragonboat Club

2008 Waves of Fury **Team schedule Practices**

for the Waves of Fury team will be held on Tuesday and Thursday evenings at 7 PM and Saturday mornings at 10 AM



Rowbust Dragonboat Racing Team

2008 Rowbust **Schedule Practices**

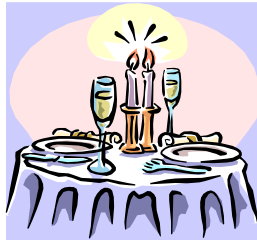
January 31/08 until May 29/08 at the South Athletic Club
Thursdays 7:30 - 8:30pm
Saturdays 7:15 - 8:45am.



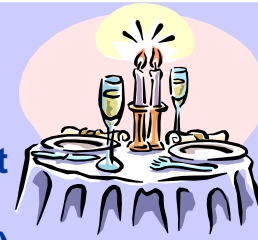
THE 2008 FYC BANQUET

YOU ARE ALL INVITED TO ATTEND WITH FAMILY AND FRIENDS

Banquet news - We are preparing for the annual banquet. This year we attempted to return to the Thames Valley Golf course only to learn they could not accommodate us as they are undergoing renovations this Fall. Therefore the search was on for a new facility. The Byron Legion can offer us a nice hall and home cooked food (through the Legion's Ladies Auxiliary) for a reasonable price so banquet arrangements are as follows:



**The 2008 FYC Banquet
Friday November 7th, 2008
Byron Legion
1276 Commissioners Road West
(just west of corner of
Commissioners and Boler Road)**



**6 pm drinks (Cash Bar)
7 pm Roast Beef Buffet Dinner
Presentations, Awards, Door Prizes and Fellowship
Cost \$23.00 per person by Oct. 18th
\$25.00 per person thereafter
Tickets available from: FYC Executive,
Jens and Sharon Biskaborn, Steve and Betty Dietrich
Tickets on sale September 22nd !
Please come out and join in the fun**

We ask for your support in coming out and celebrating the past sailing season and friendships within the Club. Looking forward to seeing you there! (B. Dietrich)

Notes:

1. Tickets are available from the Executive, Biskaborns and Dietrichs
2. Make cheques available to Fanshawe Yacht Club
3. You may reserve a table for fleets, family and/or friends by asking in advance
4. You are most welcome to come on your own, many sailors and rowers do.
5. If a ride to and from the Banquet would be helpful, ask and we will arrange that for you. In 2007, we had over 100 people attend! We would love to see all of you and more again!

Remember to get the early bird price discount by ordering by October 18!!!





Pumpkin Regatta 2008

Notice of Race

Date:	October 4 - October 5, 2008
Location:	Fanshawe Yacht Club 1424 Clarke Road, London ON, N5V 5B9
Contact:	Kevin Biskaborn (www.fyc.on.ca)
Rules:	The regatta will be governed by the "rules" as defined in the Racing Rules of Sailing, 2005 – 2008
Classes:	Laser Full-Rig / Radial, Wayfarer, Y-Flyer, Dart, Hobie, Open A, Open B. (Any 2 one-design boats make a fleet)
Eligibility:	Signing of waiver or parent's signature if under 18 years old.
Inspection:	Boats may be inspected at any time during the regatta.
Registration:	Saturday October 4 from 08:30 AM - 10:30 AM
Sailing Instructions:	Provided at registration.
Skippers' Meeting:	Saturday October 4 @ 10:30 AM
First Race on Saturday:	11:00 AM
First Race on Sunday:	09:30 AM (No start after 01:30 PM)
Series Format:	One or more races constitutes a series. One drop after 4 races. Two drops after 8 races.
Scoring:	Low Point Scoring System (RRS Appendix A).



Hey folks! This is a re-run article from last issue as a reminder!!

Time is Running Out-GIT

YER DURN Card(s) Mark

Anderson

It will be ILLEGAL to run the motor on your boat as of January, 2009, unless you have in your possession a valid Pleasure Craft Operator Card (PCOC)! Regardless of your age or experience it will be the LAW!

To this end, I am currently working on an arrangement between the FYC and the London Power and Sail Squadron which would benefit the members of both organizations. Basically, we have the Sailing School and they have everything else. We have summer courses and they have winter courses. Reciprocal Discounts would be available for FYC members wishing to expand their Boating knowledge as well as for LPSS members wanting to try "hands-on" sailing.

In addition to these obvious benefits, LPSS Commander Mark Hunsburger has expressed a willingness to conduct a special seminar and test for those who do not currently possess a PCOC. **Interested parties should contact me ASAP so that we can arrange this over the coming months. By the way, it is also ILLEGAL in Canada to operate a VHF radio without having a Maritime Radio Operators Certificate.**

One day by the sea is worth a month in the city.



ROWBUST NEWS

(submitted by Judy Leyshon)

The Rowbust dragon boat team had an awesome paddling season under the guidance of our new coaches, Cheryl Mclachlan and Sarah Shellard, and will be sorry to see it end at Thanksgiving. There is always certain sadness when we say goodbye to other paddlers and sailors until next spring. It seems a long way off.

Our team participated in five festivals this summer and brought home a lot of hardware. We started our racing season in Pickering where we won gold followed by a trip down to Hamilton where we came second in the breast cancer survivor race. In late July twenty-eight team members headed to Halifax to help their survivor team celebrate its tenth anniversary. While there

we beat out a field of twenty-eight teams from across Canada to bring home both the Survivor Cup (500 metre race) and the Memorial Cup (200 metre race). At the August festival in Woodstock Rowbust placed second beaten by our nemesis Hamilton! The London races did not have a survivor category this year however Rowbust did amazingly well, finishing second in the 'C' division consolations. As a crowning finish to the season we finished first in Stratford ahead of Toronto and Hamilton - great rejoicing!

The team will continue to practice our paddling techniques beside the pool at the South Athletic Club once we are off the water and work on our strength and fitness levels in preparation for next season. Next year we'll be celebrating the team's tenth anniversary with a big festival and Canadian Championship Races.





News from the Sailing School Boathouse

by Peter Wilkins

It has been fairly quiet at the boathouse over the past month as all of our organized courses were done for the year and everyone was back to school. On 6 September, we had a preliminary pack-up work party to de-rig and clean some of the boats before the main work days in October. Thanks to the volunteers; Gord Campbell, Paul Chesman, Mark Anderson, Hans Schaffner, Rick Goldt, and yours truly, we were able to get a good start on packing up the fleet. Several boats were left in service to serve the "lease" members

and our adult students who are using the boats until the season ends. Pack up time is also a time to review the equipment and sort out what needs to be fixed or replaced over the winter.

Some of our race team were off for some post-season work at the High School Regatta at Port Credit. This is an annual event that has proved popular in past years. I haven't spoken to the team since they got back to hear details of the weekend. We are also looking for some participation at the Pumpkin Regatta coming up.

We are talking to the Home Show Co-ordinator at LHBA to arrange a booth in this years

Adventure Expo at the Lifestyle Home Show. We hope to be able to include one of the Pico's in this years show with the full rig, sail and all. - I am a little concerned about the head room in the building, but we will see.

The OSA Symposium is scheduled in early November and I plan to attend again - it is a good opportunity to touch base with other clubs and learn to sail programs around the province and exchange ideas on what works and what doesn't. I am looking forward to another productive day at PCYC.

That's about it for now. We will be busy at the work parties and then we start working in earnest on next year's program.

Party Time Is Nearing - Fall Work Parties On Oct 18 & 25

Fall is finally nearing and we will need all the sea-dogs we can muster to close down the club while winter interrupts our regular activity. The Conservation area will close on Sunday Oct 19 so, for the second work party, you will need to access the park through the north gate with your club key (on Fanshawe Rd east of Clark Road).

Lunch will be available for the workers on these dates. Please come prepared for the weather with tools you may need (rakes, hammers, saws, paint brushes, chain saws, buckets, gloves, rags and so on). At the chalet, you can sign in for work duty and someone can direct you to a working group.

It would be best to remove your boat from the shoreline or moorings before the first work party. **Note:** Please do not remove boats on the day of the work party as the workers need the full access to grounds, ramps and shoreline to pack everything away. (S.Goldt)

Wednesday Informal Racing and our Racing Program

(S Goldt)

Rick and I have missed a number of the Wednesday races but the ones we have attended in the evenings have been well attended with 20 to 25 boats! It is a pleasure to be out on the water with this many boats even as the skies darken sooner and the winds drop. Often races cannot be completed but no one minds.

I sometimes wonder if our closed club regattas, the Commodore's Cup and the Club Championship) might be as successful if they were run on a similar informal basis with a fee only for a lunch or dinner provided (BBQ? potluck?), no prizes and results if someone feels like doing them for their own fleet or all boats. The starts could use the same "stop light" set-up used on Wed. or even rabbit starts. The Club Champion could be determine from one timed race in the weekend with all sailors

participating - could have a surprising upset for the Champ of the year. The racing would be on a weekend (one or two days) and could be afternoon and evening to make best use of the winds. Sailors could race one or more races, their choice.

This would reduce the difficult task of securing volunteers to run the regattas, may encourage less competitive members to participate and would allow busy people to come for some of the racing.

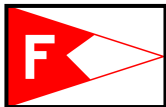
Our Open Regattas, the Pumpkin and perhaps the June Bug if re-instated, could remain formal. The need for help to run the regattas would be restricted to these weekends and this may be sufficient for our club to manage.

The main purpose of these events is to offer venues for sailors to meet, hone their skills and enjoy the sport of sailing to its fullest. Are there other thoughts how to develop the racing program??? [email rgoldt0228@rogers.com](mailto:rgoldt0228@rogers.com) with ideas

"Sailors, with their built in sense of order, service and discipline, should really be running the world."

-Nicholas Monsarrat





AROUND THE CLUB

(S. Goldt)

Off Season Storage: As the days shorten, we need to consider boat storage again. Personal boats and trailers cannot be stored at the club over the winter. If you would like to store boats at Fanshawe Conservation area, the UTRCA provides a storage area behind their workshop area for \$125 for the winter for the boat on a trailer. Please be sure to affix your name and phone number or address to the trailer and/or boat in case the UTRCA needs to contact you. **Be sure the mast is down before moving to this area - overhead power lines cross the roadways.**

For those data loving sailors: On the UTRCA website - check under recreation and conservation lands - then under boating .This site was updated this year to show a wide variety of data included daily flows and water levels at many points in the watershed (such

as Fanshawe Lake) as well as graphs of local weather data over time such as wind speed and direction .

FYC Finances: Be sure to check our website at www.fyc.on.ca to see the monthly budget update by our Treasurer. The current notice is the 8 months ending August 31, 2008. The September statement will likely be up soon.

Dock Repair: The case of the sinking dock was to be discussed at a special meeting of the club at the chalet Sept 29th. Proposals for the repairs with costs will be presented and discussed. This is a project that needs to be dealt with now before more erosion takes place. If you have concerns or questions and missed this meeting, please pass them on to the executive ASAP.

Annual General Budget Meeting: This year's meeting date

is included in the events schedule of this issue. Please plan to attend because this is the time and place to question expenditure of club monies (from your memberships) or to discuss any items that will require financing for the next sailing season. The budget as passed at this meeting will be the basis for the final budget presented at the January 2009 Annual General Meeting.

Note: Please be sure to have all receipts or other financial papers submitted to the Treasurer before the end of October so that they are settled.

Stolen Fuel An email went out earlier this month to inform members that gas had been siphoned out of boats on moorings. We have had past incidents of break-ins on boats on moorings too but thankfully these events are few and far between.

Just a heads up to all members!

FYC Club Championships - Aug 23/24, 2008

Submitted by Kevin Biskaborn Laser 187414

With the largest Laser fleet FYC has seen in over 20 years, there was no shortage of energy and excitement at this year's Club Championship Regatta held on Saturday August 23 and Sunday August 24, 2008.

Seventeen Lasers competed (in a closed, club members only regatta), including two laser radials, along with seven boats in the Open A fleet. The weather cooperated nicely over the weekend, although the temperatures were hot. The only storm to pass through came on Sunday before the racing. Winds were moderate with some good gusts from the South on Saturday, with lighter and sometimes fluky winds from the Northwest on Sunday.

The Laser fleet was impressive; the largest I have ever raced in on Fanshawe Lake. The participants included: [Brad](#) and [Kevin Biskaborn](#), [Rick Goldt](#), "Team Canada" consisting of four Dietrichs ([Steve](#), [Jon](#), [Matt](#) and [Jeff](#)), [Jacob Prapavessis](#), [Matt Quinn](#), [Mark](#) ("one-day wonder") [Perquin](#), [Thomas Perquin](#) (one of several lightweights "upgrading" from radial to

full-rig), [Kieran Waitschies](#) (also an up-grader), and [Jacob Marsh](#) and [Eric Richert](#) (FYC race team members and up-graders). [Nikki Quinn](#) raced radial for the first time as did [Hannah Waitschies](#), racing for the first time since a torn ACL in the winter. [Jim MacKenzie](#) joined the action in the full-rigs on Sunday.

Over the course of the weekend, many of the Laser sailors had a leg at the front of the fleet; however, it always seemed to level out to the same three or four boats by the finish of races. [Brad Biskaborn](#) was consistently out in front (except when he decided to sail a different course in one of the races) and [Rick Goldt](#) was also doing extremely well, beating [Brad](#) for the first place bullet in three of the six races. As is usually the case, [Brad's](#) consistency paid off. [Kevin](#) also had very consistent results, however, he was unable to stay in front of both [Brad](#) and [Rick](#) at the same time.

For some of the sailors, their races are worth mentioning. [Matt Dietrich](#) was sitting in fourth place for an entire race, ahead of

[Brad](#), only to get caught by an unfortunate wind shift on the final upwind leg to the finish. [Mark Perquin](#) entertained the fleet in one race by rounding the first two marks in third place and screaming "What the heck am I doing up here?" Unfortunately, he too was unable to hold on until the finish. I know there are probably other stories worthy of mention here so the sailors are welcome to send additions to [Kevin Biskaborn](#).

The Open A fleet was dominated by the single Wayfarer entry sailed by [Jeff](#) and [Vera Eames](#). Unfortunately, I don't have many stories about the Open fleet other than that [Mark Anderson](#) did an exceptional job of taking [Brad's](#) wind on one downwind leg and his attention off the races with the "cat-calling". We, the laser fleet, appreciate your efforts [Mark!](#)

The Champion of Champions race was held following the racing on Sunday and was sailed by the first place finisher in each of the three fleets: [Brad Biskaborn](#) for the Laser Full-Rigs; [Nikki Quinn](#) for the Laser Radials; and [Jeff](#) and



Vera Eames in a Wayfarer for the Open A fleet. It was an interesting start with the Wayfarer attempting to bury Brad; a valiant attempt, but it resulted in the wayfarer being over the line early and having to re-round, giving Brad time that you just can't afford to give him. In the end, Brad won the race ahead of the Wayfarer by two minutes on corrected time giving him his third straight FYC Club Champion title. Congratulations Brad – we'll have to get Mark to try harder next year. The radial finished 40 seconds after the Wayfarer in corrected time.

The weekend went very well and the racing was great fun. Thanks to everyone who had a hand in making it happen: Hans Schaffner and Peter James on the Race Committee; Andy Turnbull and Rob

Perquin on the safety boats and taking pictures; Ross Green and David Morash on the safety boats; Patricia Waitschies for taking the photos to be used on the awards for each sailor as well as taking the time to purchase the prizes; Hannah and Kieran Waitschies and Thomas Perquin for their help in preparing the awards; Mark Anderson for his help at registration and organizational support; and to Kevin Biskaborn for the pre-regatta organization and award certificates. If there is anyone I have missed, I do apologize. We appreciate the help and contributions from everyone as our racing program depends on our volunteers. Thank you to everyone who gave up time over his or her weekend to make this regatta a success.

Apologies go to Matt Dietrich who was accidentally awarded a higher (worse) finishing position than he actually earned due to a miscalculation in the results. His award has been corrected and the results adjusted accordingly.

Other highlights from the weekend include: the Dietrich family pulling up in Team Canada t-shirts and delivering a tasty plate of pastry to Brad to satisfy his Finn appetite; being barked at and buried by "The Hound" (Steve Dietrich) on particular aggressive start only to be buried again by Jeff Dietrich on that same upwind; Sunday's capsizes and turtles on a glass lake; and actually having to fight for room on the start lines – not a usual occurrence at our closed club regattas, but definitely one we'd like to keep around.





Results for 2008 Club Championships

Laser

Entries: 15 Races: 6

Sailors: 15 Drops: 1

Place	Skipper	Sail #	Points	R1	R2	R3	R4	R5	R6
1	<u>Brad Biskaborn</u>	81007	7	1	2	2	1	4	1
2	<u>Rick Goldt</u>	38585	8	3	1	1	3	1	2
3	<u>Kevin Biskaborn</u>	187414	13	2	3	3	2	3	5
4	<u>Jacob Marsh</u>	20791	25	5	7	11	7	2	4
5	<u>Jon Dietrich</u>	179167	26	6	5	4	6	5	9
6	<u>Jacob Prapavessis</u>	170654	27	7	4	DNF15	4	6	6
7	<u>Steve Dietrich</u>	175246	32	10	6	5	5	8	8
8	<u>Matt Quinn</u>	190261	38	4	10	6	8	10	11
9	<u>Eric Richert</u>	40	44	8	11	8	10	12	7
10	<u>Matt Dietrich</u>	109562	49	12	9	10	11	9	10
11	<u>Mark Perquin</u>	156906	51	11	8	7	9	DNS16	DNS16
12	<u>Jim MacKenzie</u>	30252	58	DNS16	DNS16	DNS16	DNS16	7	13
13	<u>Jeff Dietrich</u>	168375	60	13	12	9	13	13	13
14	<u>Thomas Perquin</u>	007	63	9	DNF15	12	12	DNF15	DNF15
15	<u>Kieran Waitschies</u>	187137	63	14	13	13	14	11	12

Laser Radial

Entries: 2 Races: 6

Sailors: 2 Drops: 1

Place	Skipper	Sail #	Points	R1	R2	R3	R4	R5	R6
1	<u>Nikki Quinn</u>	113123	6	1	1	1	1	2	2
2	<u>Hannah Waitschies</u>	170109	8	2	2	2	2	1	1

Open A

Entries: 7 Races: 6

Sailors: 9 Drops: 1

Place	Skipper	Crew	Sail #	Class	Points	R1	R2	R3	R4	R5	R6
1	<u>Jeff Eames</u>	<u>Vera Eames</u>	7220	Wayfarer	5	1	1	1	1	1	1
2	<u>Gord McKinstry</u>		16622	Hobie 14	14	2	2	2	2	6	DNF8
3	<u>Bob Hendry</u>		AY171	Alacrity	17	5	3	3	6	3	3
4	<u>Szymon Kornbis</u>		2374	Catalina 22	18	3	4	4	3	4	4
5	<u>Brian Hurst</u>	<u>Elayna Hurst</u>	54262	Schock 23	22	6	5	5	4	2	6
6	<u>Jack Blocker</u>			Paceship 16	25	4	6	DNS8	5	DNF8	2
7	<u>Mark Anderson</u>		384	CS 22	30	7	7	6	7	5	5



Cruising the 1,000

Islands

By Carleen Hone,

Ah...what a glorious way to start the summer...with a cruise in the 1,000 Islands. At the end of June, several sailors from FYC, led by Sailor Mike (Morris), set sail from Treasure Island Marina just outside of Kingston for these lovely islands in the St. Lawrence River. The sailors in the FYC group were Mike Morris in "About Time", Vera and Jeff Eames in "Sunrise" and Carleen Hone and Jim MacKenzie in "Tri-oomph".

Other FYC sailors were also in the area though not on the same itinerary: the Wareing Family are regular visitors to the area, and Ernesto Novillo with Natalia Castanga on "Tchuss" were just a bit earlier than our group so we only saw them one day. It was fun to periodically bump into the Wareings here and there!

From Treasure Island, the group of three set out for Clayton, New York. We had a great breeze and lots of sun as we made our way eastward between Wolfe Island and Howe Island. We passed through the cut between Wolfe and Grindstone Islands into the American Shipping Channel then docked at the municipal docks in Clayton. At these docks, Canadians can check into U.S. Customs using a video phone. Your passport is scanned and after a few typical questions for each member of your crew, you are on your way.

Sailor Mike led us through this charming town. It's clapboard Victorian homes reminded me a little of a typical summer town relying on the annual tourist trade. I counted several ice cream shops, a hardware store that seemed to

have a little of everything, interesting restaurants and so on.

We spent a good part of the day exploring the Antique Boat Museum. This is really a complex of several buildings which house old boats of all kinds. One building was solely for antique racing craft. They even had a display about Guy Lombardo along with one of his boats. Another building held pleasure craft; mostly power boats - wonderful old mahogany crafts, or slim St. Lawrence skiffs which one steered without a rudder! There were several canoes, and lots of old motors.

A highlight of the Museum was a tour of "La Duchesse", a double-decked houseboat which had belonged to Mr. Boldt, of Boldt Castle fame. "La Duchesse" had no engine and was towed from place to place! It is a lovely white boat riverboat about 75' long. She had once sunk in about 8' of water but is now restored to what it was like when the Boldt family owned it in the '50's. She has a full kitchen, crew quarters, fine guest quarters and a splendid dining room with fireplace on the first deck. The second deck housed the living room (complete with an upright Steinway piano!!), the Boldt's stateroom in the stern with a verandah, and a screened-in deck in the bow. Ah, if only teachers made that kind of money...but, I digress.

After a nice day in town, we left for our first stay at a State Park. Mike had warned us that we would be docking or mooring each night on this trip. I was worried that it being the first week of July, we might have trouble finding dock space. I needn't have worried as there

were only a few other boats at the docks. Our destination was Canoe Point State Park on the eastern tip of Grindstone Island. There are several floating finger docks and I believe some docks on pilings too. A park warden works at a little hut collecting fees which were usually around \$1 per foot of the vessel. Canoe Point also has tenting sites, as well as some cabins. The washrooms were typical and the showers warm. A real luxury after the North Channel!

The Eames were excited to be on their first cruise the MacGregor 26. Jeff happily barbequed with the flying saucer-like barbeque on the rail, then promptly dropped some kind of wingnut overboard when he dismantled the unit. "No problem," said I thinking of the diving mask we had shoved somewhere below. I donned the mask and in I went. Almost came right back out again too!!! I forgot it was not even July for another day or so!! Brrrr! I'm sorry to report that the wingnut was nowhere to be found. But the undersides of the boats looked just fine!

How nice to sleep on the water again! I'm not so sure about the docks though but I found that a little suntan oil spray can really quiet down a squeaky dock!

The next day dawned just as lovely as the first. We set sail eastward along Wellesley Island for Boldt Castle...then took the rags down just as fast as there was really no wind through the American Channel. Shoot!

Upon approaching Alexandria Bay on mainland New York State, we started to see a marked increase in sight-seeing boat traffic. False paddle-



wheelers and the like. The size of the “cottages” also began to increase. I guess “keeping up with the Joneses” is something up here!

Then, in the distance, I could see what I thought was a pile of rocks on an island. As we got closer, I realized that it was no pile of rocks. It was a pile alright! Boldt Castle on Heart Island, the symbol of one man’s love for his wife, rose out of the St. Lawrence like a Teutonic vision of Gothic Revival mixed with Tolkienesque architecture.

Where to begin? I’ll start with the Boldt’s brave little neighbour to the west. On a tiny island not much bigger than the decks of the Elmer Searle and a couple of dragonboats put together, sits a wee clapboard cottage, a tree and a couple of Muskoka chairs. That’s it! No dock, no pilings for support, just a little building on the stone with it’s front door a few inches above the water. Comparing the two residences side by side was like looking at David and Goliath! How that little house stays on that rock, I’ll never know.

We docked at the ample visitor docks and paid our admission fee to the Island. Boldt Castle is now run by the New York State Parks who are renovating the Castle back to its original glory after years of being abandoned. Why abandoned you ask? Prior to completion of the castle, Mrs. Boldt fell ill and died. Mr. Boldt, a hotelier from Manhattan who owned the Waldorf-Astoria amongst other hotels, promptly halted construction on the island. The home was never completed and in the end, was abandoned. Luckily, when the Parks took it over, they found all of the required building

materials already on the island (!).

Sailor Mike has noted the many changes to the castle since he began visiting it quite a number of years ago. It still has many rooms showing the rampant vandalism which happened while it was empty, but the rooms which have been restored are truly glorious in a wealthy hotelier’s summer home kind of way! In fact, some parts of the home are pretty cozy, like the indoor swimming pool on the ground floor, or the dining room with seating for 18. Or that fact that the butler had his own suite of rooms on one of the upper floors with a great view of the river!

There is a lot of information about Heart Island on the Net (<http://www.boldtcastle.com/>) and much of it is quite interesting. Such as the fact that Mr. Boldt’s Chef from the Waldorf, came with him to Heart Island. It was apparently here that the chef concocted Thousand Island Salad dressing! The other features of the island are the other buildings. There is a playhouse that is a kind of rambling tower made of local stones half overgrown with vines in an organic, Hobbit-like architectural style. It has it’s own mini-theatre for putting on plays complete with a balcony. It also has a bowling alley in the basement with a slate floor.

The second building actually constructed on the island (the first was the playhouse) was the Powerhouse. It is like a mini-castle with many conical turrets. It juts out into the water and one must cross an arched bridge to reach it.

The other structure of interest is the Hennery. This is a silo-like stone building (they’re all stone here on Heart Island) where

Boldt’s prized birds were housed.

Throughout the main house and the other structures, one can see the heart with a capital B motif repeated over and over. It really is a fascinating place and I encourage folks to visit it if they can.

Of course to the boating enthusiast, the Boathouse is of great interest. The Boathouse is located on the tip of Wellesley Island which has access from both the U.S. and Canada. This was where the Boldt’s visitors could come to be ferried over to the island about a half kilometer away. Now, this is no ordinary boathouse....This is a Yacht House!! The main doors of this structure are about 60’ high (!) and the main slip is 128’ long. There are two other slightly lower doors on either side of the main door. These doors can open halfway or two-thirds up for shorter masts like barn doors. A fourth slip was added at some point to house “La Duchesse”. The Boathouse has guest and crew quarters as well. The main slips are partially covered over with decking to house displays, boats and to show the mechanisms (capstans?) for raising the boats out of the water in winter. In some of the old photos, one can see that this huge boathouse was one of at least three along this shore of Wellesley Island! Now it is the only one still standing.

Onward we went to our next over night spot, Keewaydin State Park. It has a launch ramp, showers, laundry, camping, pavilion, etc. There were many seasonal boaters at the finger docks here and we were assigned to the very inside



docks near the ramp.

The next day was again sunny and fair. We sailed eastward through the Manhattan group of islands over to Rockport, Ontario. Here we were a little disconcerted to see yellow tape blocking off the Canada Customs docks. So we docked at a marine store's docks which were really rocking and rolling with the constant battery of waves churned up by the river traffic. Rockport is at the eastern end of the Canadian channel and the American channel so the river is busy at this point. We walked to the Customs office to find a note on the door, "Gone for lunch, please call this number to check in to Canada." The note also directed us to the pay phone near the building. Pretty high security there!! So we checked in and then bought some ice cream.

We decided to lunch along the way, so we headed off for the docks at Georgina Island, one of the islands which is part of the St. Lawrence Islands National Parks system. Here, there was plenty of dock space with picnic tables on the docks. The interesting thing about Georgina Island is that the eastern end of it supports some of the footings of the Ivy Lea bridge to the U.S. Though we did hear the traffic a little, it wasn't as noisy as I thought it might have been. The local boat traffic in the Canadian channel was noisier as they certainly weren't travelling slowly!

One of the other nice things about this park (and the others as we discovered) are the toilets! Parks Canada has put in composting toilets which are on fairly high platforms. There is NO smell and they are very clean!!! Amazing. There are also

usually really well-maintained trails on these islands.

The next day dawned grey, windy and wet. A small storm was passing through as we got under way so, since we were headed back westward, we ducked into Canoe Point (our first night's park) to wait out the rain. The kind lady at the hut hadn't even noticed we were there but Jeff diplomatically thanked her for allowing us Canucks to come in from the storm for a while. Off we went by late morning bound for Gananoque and some supplies.

We bumped in the Wareing family who kindly offered a ride to Jeff and Vera to a Canadian Tire for some things for their boat. Sailor Mike joined Jim and I for lunch above the Marina. The storm had passed and the day turned out to be fine.

That afternoon we headed out to the islands rather than stay in town. We searched for enough dock space for "Tri-oomph" and the other two boats. But being this close to Gananoque, the docks were fairly crowded with powerboats out for a day cruise. But we found plenty of space at MacDonald Island, part of the Admiralty Islands. Sailor Mike pointed just across the little bay to another island not a kilometer away. He said, that is Derek Innes' island! Derek and Marjorie are former FYC members now living in B.C. But they still summer on the island for the sailing. They keep a Dart 18 there and enjoy sailing in the so-called "40 Acres" or the waters between Howe and Wolfe Island.

After our supper, we called Derek to say Hi. He came

zipping over in his bow-rider and offered to give us all a tour of the islands. It was great! We explore interesting spots such as Half Moon Bay where every Sunday, boaters come to raft up or tie to shore to hear church services performed at an outdoor pulpit by ministers of various denominations. We saw a HUGE bonfire being built on a popular beach on Grindstone Island (U.S. island) for the 4th of July next day. We visited Marj at the cottage (an old Victorian structure with turrets!) and enjoyed old times well into the night.

The following day, Derek got out his Dart and we all sailed around in the 40 Acres heading eastward to Treasure Island. The wind rose through the day and the sailing was great.

We stayed at Treasure Island that night and said good-bye to Sailor Mike and the

Eames who were all headed home the next day. Jim and I decided to stay a couple more days.

Our next destination was on the other side of Wolfe Island. We had seen a very shallow but big bay on the chart that we thought we could get into. Back down through the 40 Acres we went, gunk holing along the Wolfe Island coast here and there looking for over night spots for future cruises. The Island is quite low, though there are several places you could drop a hook in the lee of stands of trees. There are many, many farms here so the sound of lowing cattle is pretty common.

On the southern side of Wolfe, in the American channel, we beat up to the opening of the Bay. The chart reads 6' in some



areas, 4' in others. Also 2' here and there. We pulled the board up and crept our way in with me on the bow as lookout. This is a very weedy bay along the edges with the shallowest parts being right at the entrance - of course. Once we were in to deeper water (7' !) we cruised around looking for a likely tree to tie up to. The bay is about the same size as Fanshawe Lake but round and completely bordered by farms. There were no boats in there at all so we decided to drop anchor in the middle for the night. We love our little Bruce-style anchor! The night was very calm but once or twice I thought I heard a freighter go by. We had seen one or two freighters earlier in the cruise but we were never close to any.

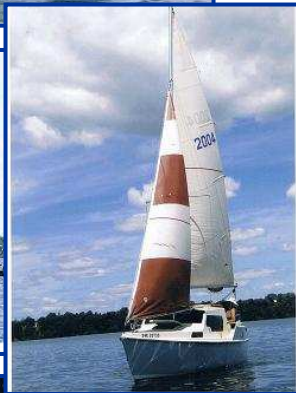
The next morning, our boat was covered in little fly

carcasses!!! Like little May flies perhaps? Very weird. We crept our way out again and watched in fascination as two big freighters followed each other through the twists and turns of the channel then passed close by. We could also hear their calls on the VHF radio as they entered.

Our last over night spot was on a mooring ball on Camelot Island in the Lake Fleet Islands Group. We chose a mooring ball on the quieter south side of the island (away from local boater traffic lanes). Not having our dingy with us on the cruise, I decided I would put our fee in a Ziploc bag along with a wrap and some sandals, swim to shore and put the money in the lockbox. Then I tramped around the island on the trail. This island had been used to house soldiers

who returned from the war with shellshock. I'm not sure which war, but the foundations for the homes are still visible. Blueberries and raspberries grow rampantly here as well as lots of white pines. It is a beautiful rocky island much like our beloved North Channel islands. Camelot was my favourite spot on this cruise and I hope we can go back there again some time.

There are many more spots to explore in the 1,000 islands, both on the Canadian and the American sides. We were very lucky with the weather on this trip as it was mostly gorgeous. We were also lucky that the river was not very crowded with tourist traffic. Maybe the price of gas has played a part in that. Thank goodness for wind!



A Pleasant Surprise

By Derek Innes

(our west coast Member-at-Large from Sidney, B.C., who happens to have a cottage in the 1000 Islands)

While in the 1000 Islands on Thursday, July 3rd, I received an unexpected phone call. Here's how it went:

Caller: "This is the Canadian Coast Guard. Were you driving a burgundy Starcraft motorboat at a fast speed up the Wanderer's Channel about 45 minutes ago?"

Derek: "Yes."

Caller: "I wanted to let you know that the wake from your power boat was creating havoc with all the boats tied up to the docks at McDonald Is. National Park."

Derek: "I didn't think I'd been travelling that quickly."

Well, the caller, Carleen Hone could sense that I was getting quite flabbergasted so owned up. Carleen sounded so authoritative and forceful, I must admit that I totally fell for this joke.

Anyway, it was great to see Carleen and Jim, Mike Morris, and two wonderful sailors, Jeff and Vera Eames, whom I never had met before.

That evening, we socialized and caught up on all the recent happenings at FYC. It was a very pleasant surprise.

Marj and I still enjoy receiving the Scuttlebutt. We were active members for nearly four decades and we have so many fond memories of this wonderful club.

The two of us were fortunate to be there in the heyday of the Y-Flyers (1960's to mid 1980's); and the exciting times with the Dart Catamarans (late 1980's to early 2000's)



Wondering what to do this winter that will keep you in touch with the great outdoors that all sailors love????

A series of talks are being offered this winter in London that may help to while away the cooler days. (S. Goldt)

NATURE IN THE CITY 2009

A six-part series of illustrated talks on nature within the City of London

The city of London is ever so much more than its people. Complex communities of wild creatures and habitats are an integral part of the urban landscape. They and we are inextricably linked as neighbours. This series provides an opportunity to meet a sampling of our fellow residents.

January 20

WEATHER OR NOT!

Gentle or ferocious, whether we like it or not, London's weather shapes our landscape and affects the lives of all local creatures, humans included. A Channel's meteorologist, Jay Campbell, explains why and how we get the weather we do, gives us a look at past major weather events and what we can expect in the future.

January 27

THE SECRET LIVES OF MUSHROOMS

Mushrooms lead largely invisible lives. Then, when conditions are just right, they pop up in a brief splash of colour. Greg Thorn of the University of Western Ontario Biology Department highlights a selection of area species and tells how they make a living.

February 3

WEEDS: PLANT ACHIEVERS PAR EXCELLENCE

Though we may love to hate weeds, we can't help but admire their success. Paul Cavers Biology Professor Emeritus of the University of Western Ontario has spent a lifetime figuring out how they do it. He introduces some of the winners and their strategies, including some scary newcomers.

February 10

URBAN OWLS: WHO GIVES A HOOT?

From the tiny Eastern Screech Owl to the imposing Great Horned Owl, London's owls are efficient hunters on the night shift. Jody Allair of Bird Studies Canada introduces you to owls at the local, regional and national scales and highlights BSC's efforts to monitor these mysterious creatures.

February 17

IN THE FOOTPRINTS OF THE GLACIERS

Cam Tsujita of the University of Western Ontario's Earth Sciences Department presents London's landscape features: gentle hills, gravel ridges, kettle ponds, floodplain valleys, fertile soils and more. How they came to be is an ancient saga, written by flowing water and creeping ice.

February 24

THE FANSHAWE PARK STORY

Fifty years ago Fanshawe Conservation Area sprang to life from a new dam and a massive environmental upheaval. Cathy Quinlan of the Upper Thames River Conservation Authority describes the scene today - an oasis for wildlife in a still-evolving landscape.

7:30-8:30 pm Tuesdays - January 20, 27 February 3, 10, 17, 24 Central Library

251 Dundas St. Wolf Performance Hall **Families** (with children 10 and up) **are welcome! Free admission!** 2 hours free validated parking in Galleria London during Library hours

Co-sponsored by The McIlwraith Field Naturalists of London Ontario Incorporated

2008 Canadian National Track Cycling Championships - Burnaby, B.C. - Amy Biskaborn Wins Silver

Amy Biskaborn, daughter of Jens and Sharon, has pursued another athletic interest outside of FYC. Amy cycles at the London Velodrome and has recently been competing at meets and practicing at velodromes in Canada and the USA. Following is the article from her meet in BC in August where her team won silver! (S Goldt):

It was a bumper crop of medals for Team Ontario at the 5 day Canadian National Track Cycling Championships held in British Columbia and an indication of the calibre of athletes that have graduated from **London's Forest City Velodrome**.

The senior men won gold in 3 events, silver in 1 event and bronze in 2 events. Joe Veloce was the leader with 3 gold. The other team



Amy centre in red wins silver



members were Dave Byer, Stephen Meyer, Vince DeJong, Will Lampe, Scott Lundy and Daniele DeFranceschi.

In the junior men category Allan Leparskas of London was the gold medalist in the sprint competition. Ryan Aitcheson got 3 silver along with a silver for Trevor Dickenson and John Carden.

Senior Women were led by Lisa Perlmutter of London with 3 silvers. The other women, **Amy Biskaborn**, Heather Logan, Joanna Wiersma, Dina Ridha, Amy Armstrong and Sophie Beraud picked up 2 other silvers.

Junior Women were led by Krista Ruby who won 2 silver and a bronze. Florence LaPlante-LaMarche won 1 silver and 1 bronze. Other team members were Stephanie Bester, Sarah McKenzie-Picot and Emily McKenzie-Picot

The Cadet (under 17 years) team of Jason King, Kyle Rupy, Alex Cataford and Colin Moorehead brought home 6 medals.

Lorne Falkenstein was the lone Ontario competitor in the Masters category and captured silver.

All riders are graduates of the Forest City Velodrome in London and will be racing and honoured at the 'Night of Champions Race' at the velodrome Saturday, September 20 at 7pm.



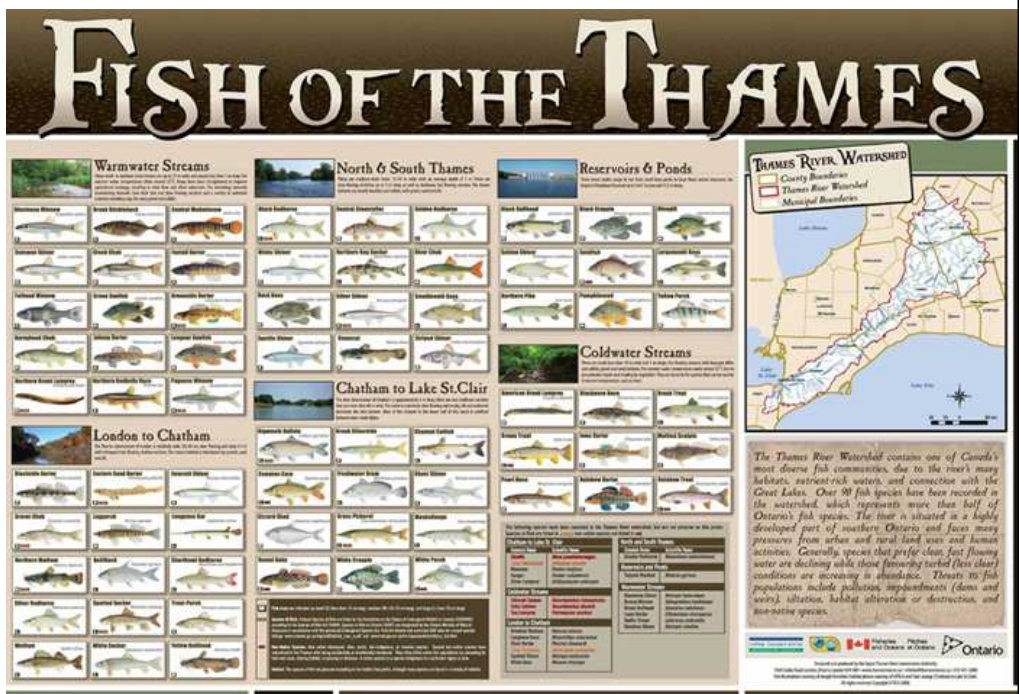
Amy is first on the left

For the fishermen in our club - if you go to www.thamesriver.on.ca you can click on the poster to see the close-ups of the fish - cool. (S.Goldt)

Coming Soon to a Wall Near You! (click on poster to view close-ups)

In 2003, the UTRCA created a Fish of the Thames poster as a communications and educational tool to illustrate the diverse fish community found throughout the Thames River watershed. This poster was very popular and the 5,000 copies were quickly snapped up by partners, schools and at promotional events.

Due to ongoing inquiries for more copies of the poster, the UTRCA obtained funding from Fisheries and Oceans Canada's Fish Habitat



Management Program and Ontario's Species at Risk Stewardship Fund to update and reprint the poster.

The new Fish of the Thames poster lists the 94 species of fish recorded in the Thames watershed, illustrated with beautiful drawings of 72 species by Joseph Tomelleri. For each species, the poster indicates whether it is

native to the Thames or is at risk, and gives the approximate size of the species. The poster also gives a brief description of six types of fish habitats found in the Thames River watershed, and identifies which habitat each species generally prefers.

Copies of the poster are available from the [UTRCA](http://www.UTRCA)



Boat Speed

The following article found online discusses ways you may improve your boatspeed. If anyone out there has additional ideas or comments, please send them to me and they will appear in the next issue. (S. Goldt - rgoldt0228@rogers.com)

Best speed is achieved by ones ability to find the right combination of the following variables

Variables Out of Your Control	Variables You Control
<ul style="list-style-type: none">• Wind• Waves• Opponents action	<ul style="list-style-type: none">• Course steered• Sail trim• Boat balance (including rudder/centerboard)

The key to boat speed is feel. Feel is achieved through a combination of sail trim, boat balance and course steered which results in the correct amount of weather helm feel for any given wind and wave condition.

Increase Weather Helm Feel By (or decrease by using opposite of below)-

- Move body weight forward.
- Move body weight to leeward.
- Sheet boom further to windward.
- Sheet tighter on mainsail leach.
- Ease off outhaul for fuller mainsail .
- Ease off cunningham so draft moves aft.
- Straighten mast by reducing pre-bend for fuller mainsail.
- Move centreboard forward.
- Rake rudder more aft.
- Steer a course further away from wind than the sails are trimmed for or the boat is balanced for.

The key to top speed is how you use your natural feel to mix these ingredients in the right combination. Once out on the race course this mix of course steered, sail trim and boat balance is the difference between being fast or slow.

Natural feel can really only be learnt by time spent sailing (especially in small dinghies starting at an early age). A sailor with feel will automatically make adjustments without even knowing the reasons. The late starter may have to think why a certain adjustment is necessary.

For the best results you need to combine natural feel with a good understanding of what is fast and the reasons some combinations work better than others. What is obvious is that variables - course steered, sail trim and boat balance are all completely dependent upon each other for best speed.

Light wind Boat speed 0-5 knots

Upwind: The key points are to increase weather helm and create efficient wind flow over sails. Body and helm movements must be super smooth so as not to disturb wind and water flow. It is critical to remain calm, both mentally and physically (this is not easy as you often have to



remain in the same position for long periods).

1. Use mast pre-bend and outhaul to flatten mainsail.
2. Tighter rig tension will pre-bend the mast (for dinghies) or ease rig tension to power up head sail for racing keelboats.
3. Have both jib and main luffs eased to create a few horizontal wrinkles, allowing the draft to move aft for better light air sail shapes.
4. Sheet both main and jib with twist to leeward on leaches to help wind flow.
5. Be careful not to over sheet the boom. Use the boom well off the centre line in very light breezes and only when sure of your boat speed, attempt to sheet further inboard. Boom down for further drive.
6. Keep jib slot open and flowing, remember boom is further to leeward than usual.
7. Rake rudder aft and centreboard maximum forward to increase weather helm feel.

Position crew weight to leeward and forward to create more weather helm and reduce wetted hull surface. Crew should be careful not to disturb wind flow in the slot between the jib and mainsail.

Try to steer by watching wrinkles along the jib luff (on monotypes, the main) allowing them to be slightly back winding for best flow. Try to create correct weather helm feel by careful use of body movement. Don't allow the helm to go dead by flattening out leeward helm. Try to balance the boat for light airs using rudder and centreboard positioning, rather than having to use too much leeward heel to achieve the desired weather helm feel.

Reaching: The same principles apply as for upwind, i.e. best wind flow by having luff wrinkles slightly backing, combined with good helm feel. For double handed boats the key is your use of the spinnaker and pole height combined with course steered.

You need to position the pole higher when tight reaching as this opens up the spinnaker luff allowing you to point up higher into the wind. If your course is low then your pole height must also be low in order to keep the spinnaker filling. The helmsman must then decide just how low he can afford to steer and still fill the spinnaker. Good communication with the trimmer. The helmsman must be able to subconsciously feel the weight of the spinnaker sheet. The weight decreases to the point of the spinnaker collapsing, then the helmsman must steer a slightly higher course and maintain the balance between good speed and best course to mark. Using the variations in wind speed is critical to fast reaching legs i.e. pointing down in the puffs and up in the lulls.

Running: In very light airs running utilizes the same principles as broad reaching or low course reaches, finding the right combination of boat speed versus best course to mark. As wind increases your gybing angles should become smaller, allowing you to steer more directly downwind.

Sailing Techniques

Body Position

Your hiking position in the boat is important. Try to keep the boat level both fore and aft, as body weight too far forward causes the bow to nosedive and too far back creates turbulence off the stern, which slows you down. This applies up and down wind. In light winds it pays to sit as far forward in the boat as you can (i.e. on the deck), this reduces wetted area and thus less water surface friction is obtained.



Steering Over Waves

Push your tiller away from you as you go up and over the wave and pull your tiller towards you when going down the other side. This can gain you a lot of ground over a full race.

Steering Downwind

Downwind steering is just as important as upwind steering. As you surf down the wave face, steer towards the lowest part of the wave ahead.

Working the Boat

You should never stop working the boat from the time the starting gun goes until the end of the race. You should keep working the mainsheet, steering over waves and moving your body to keep the boat flat. Also looking for wind shifts, tide movements and other boats around you. If you can do all that together and be efficient at it, you will become a winner, and that is what yacht racing is all about.

Tuning Tips

- You can always improve your technique more than you can improve your boat.
- Have a good look at how the best boats are setup.
- Do not be afraid to ask for help or advice.
- Tune your boat for the beat.
- Mast bend controls sail shape.
- Use the cunningham only when overpowered.
- Pull on the outhaul when beating.
- Change gears as the conditions change.

Rough Tuning Table

Wind	Mainsheet	Kicker	Outhaul	Cunningham
Light	Eased	Eased	Tight	Eased
Moderate	Tight	Medium	Eased	Eased
Heavy	Eased	Very Tight	Tight	Tight

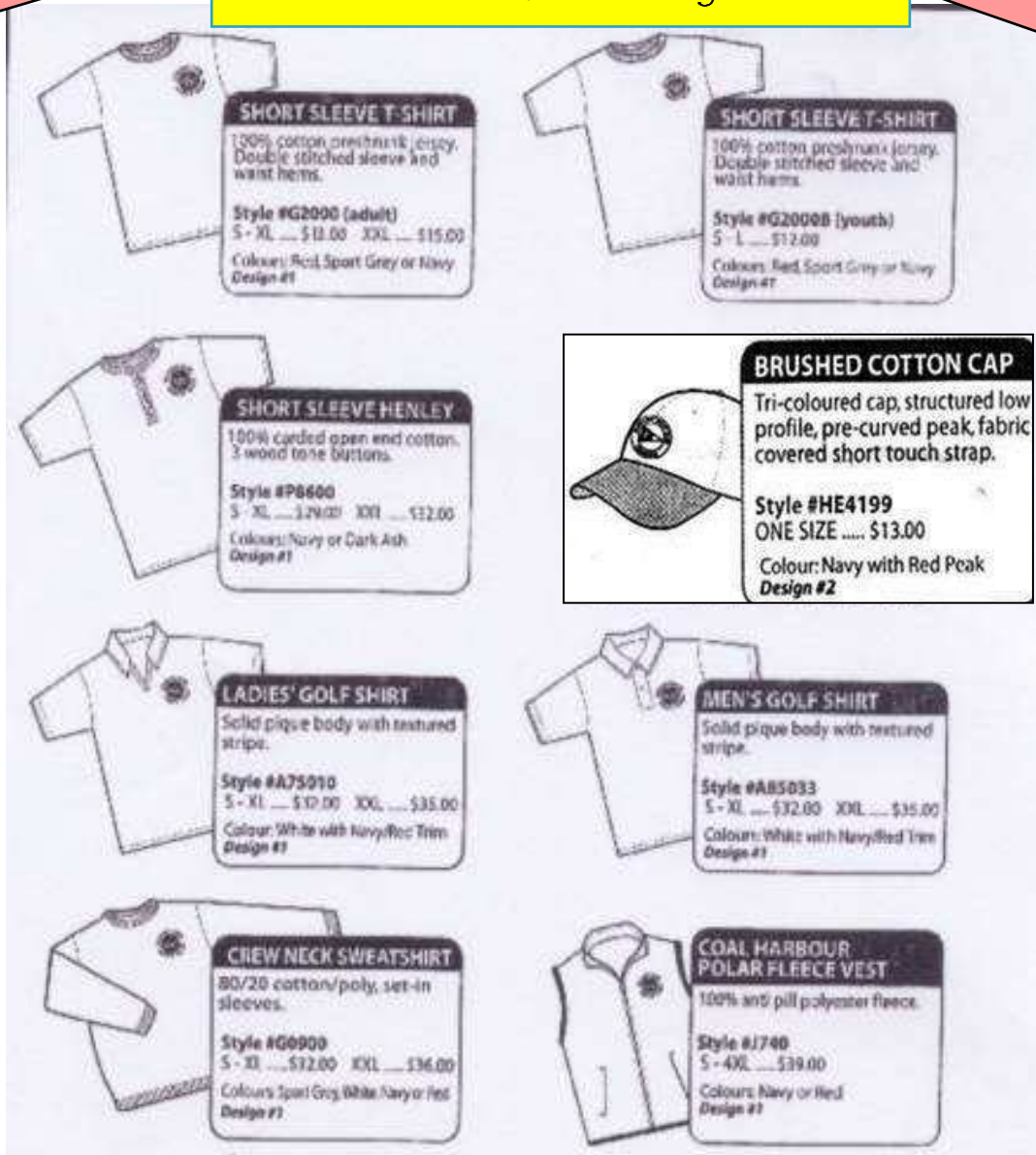
The sea belongs to us all, and every aspect of it, from halcyon calm to howling hurricane, is fraught with beauty.



FYC—Store

Fanshawe Yacht Club
Fashionable wear on the dock,
in town, or sailing.

To order...Call
Lori Chesman



'Please keep in mind, when purchasing orders Lori needs to process 12 items to fill an order not including hats.'

FYC Clubwear

A reminder that Lori will place orders for clubware when she has a minimum of eight items on order. A good stock of t-shirts and hats is still available.

If you are considering clubwear for Christmas gift giving - the order must be placed well in advance so that Lori has sufficient items to place the order and because the supplier closes for several weeks around Christmas. That's less than 3 months away!

