

## PADDLERS AND SAILORS -THE 2009 SEASON BEGINS!



COMMODORE MARK ANDERSON - 2009 SAILPAST



THE SHEER JOY OF SAILING!! 2008 SAILING SCHOOL BRONZE CLASS

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## Dedication to Josie Scarlett

At the April General Meeting, the executive and members remembered Josie and her long time involvement in our club. A decision was reached that the Race Hut be dedicated to Josie for her many years as Race Committee Chair. A plaque will be installed on the Race Hut that will name it Josie's Race Hut. I know she would be pleased.

**Docksider Scuttlebutt** is published 6 times per year after the first Monday of the month (Exec Meeting). Submissions may be sent to the Editor, Suzanne Goldt - [rgoldt0228@rogers.com](mailto:rgoldt0228@rogers.com), 519-473-1966 or through the club website (under contact)

### Spring Work Parties - A lot of Work accomplished! 3

Following is a photo review of this year's chores. Thanks to the 60-65 sailing and paddling members that came out each of the days, the club is looking great. There remained tasks to complete in the weeks following the last work party. Thanks to everyone who offered to help when called!

Mike Morris is still working on repair of one of the rescue boats and put in 22 hours of work *before* turning it over. Rick Goldt is still working on the repairs to the ramps to floating docks - a new design to make the ramps more stable. Picnic tables are still being repaired and painted.

#### Repairs to the sinking main dock follow:



replacing the rotted ties and their anchors that hold in the sheet metal



depth of ties



repaired section repaved



Repaving north ramp



Moorings and lines have been replaced over the past 3 summers. They're in the water, ready to go with the capable work of Rob Perquin, Marc LaCourserie and team



Natalie Hurst and her team of volunteers fed the throngs each day



The main dock cleared of debris, tires on, bumpers to go, repairs partly done to sinking section



Steve Currie (yep Steve) and team painting dories, rescue boats, moorings



Re-organizing the clubhouse once the boats are out. Tables were painted this year



Thanks again to Dietrich Steel and brothers Steve and Alan for supplying the equip to flip the barge for repair - and move dock sections



and more painting..Mike Morris, Art Seager, Steve Currie, Simon Kornobis, John Burgess



A dragon boat team with rakes instead of paddles



Doug MacKenzie dealing with large debris on the dock, fallen trees and dead branches



The sailing school boats and equip are readied for the season. Work overseen by Peter Wilkins assisted by instructors and club members



Trimming bush so we can find the ramps! Jens Biskaborn and his trusty snips/ Swede saw



A tired dock? or tired crew? Jamie Pentland (dock marshal), Jens Biskaborn



Mid-dock stairway was repaired last season and now is clear of debris



Hans Schaffner and crew replace the siding along the full east wall. Hans crafted the fine new doors. A kitchen window was replaced. All windows were trimmed as needed. A fresh coat of paint and...Bob's your uncle!



Denise Kinting - the Race Hut is freshly painted!

Other tasks included gardening, building clean up (rodents and other wildlife), paperwork updated and more. Should anyone wonder what their membership fees support, you need only walk through the club grounds to see how fortunate we are to have such a beautiful piece of property!

Future projects are in the works as well - improvements to the kitchen, painting in the clubhouse (esp. the men's room I am told), possibly more siding, replacement of the second kitchen window, dock repairs and replacements, replacement rescue boats, are a few.

### Our Club Steward Position is Filled - Doug MacKenzie's the Man

Doug MacKenzie resumes his post as Club Steward for 2009. This can be a bit of an invisible position but is crucial to the upkeep of the club. Doug goes beyond the requirements of the position by insuring that even matters such as plumbing, electrical, and animals *for a few* are managed ASAP. With a sailing school program, upkeep is a much greater concern for the club with the increased traffic.

Please follow club rules and guidelines to assist Doug. Report any problems to the exec and if you see something to fix or clean up - do it!



Never-ending dock repair. The floating docks for the sailing school will be replaced in the future (hopefully with the grant that has been applied for over the winter)



Floating the docks. It took a while to find the docks anchors and to secure them. New ramps in place!



Rides awaiting the Open House visitors

**FYC Open House 2009 - May 23/24** A 'Recap' by Brenda Pentland

Wow! Hats off to all the hard working volunteers and sailors for another successful Yacht Club Open House. I had met with Rosemary the week prior to the open house and told her I put my order in for good weather, it was touch and go there on the Saturday for wind, but it picked up and the sun came out too. All in all it was a nice weekend.

Someone suggested the sailors could use their motors to get the guests out into the lake and then hand them a paddle to get back to shore! Nathalie and the kitchen crew were a big hit with keeping all the volunteers and guests well fed.

As I was making rounds between the chalet, beach and dock a man came up to me with his young son and said they had a really good time and he wanted to know if "we did this every weekend"! I said sure, become a member and you can be here as often as you like! The 'gate keepers' did a great job counting too, Saturday saw 243 people come through the gate and Sunday there were 235, for the two days there was a total of 478 people. Unfortunately the dragon boats sat idle, we just need too many people to give guests rides. The sailboats and catamarans were kept busy and I saw a lot of smiles from all the guests. **Great job everyone!!**



John Burgess and Open House Day crew



A day to dance!

Thanks to Brenda Pentland, Rosemary Dickinson, Carleen Hone-organizers of the weekend and the many volunteers who assisted them.

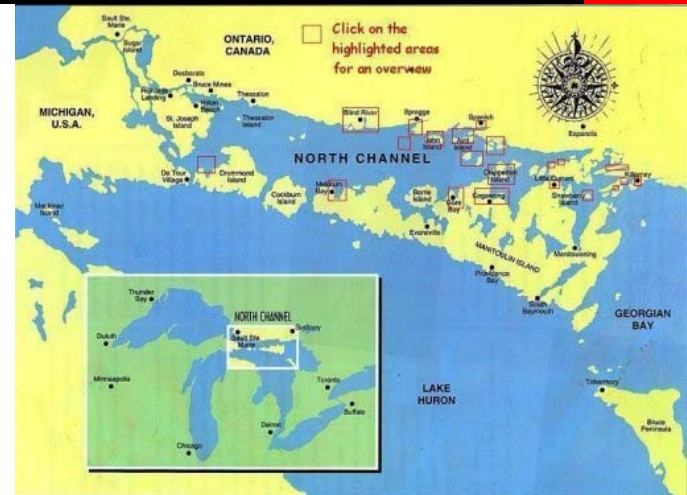
**2009 FYC CRUISES - THREE GREAT CHOICES-**

**The Annual 1000 Island Cruise June 10-20**



The dates for the down east cruise are June 10 to 20. Starting at Treasure Island Marina just east of Kingston the float plan is to head west up to the Bay of Quinte possibly coming thru the canal at the west end of Prince Edward County, into Lake Ontario for the return. Weather will be the determining factor for the leg out into Lake Ontario. Stops will most likely be Kingston, Bath, Picton, and Wapoose. Any FYC member who is wishing to take part is welcome. **Contact me if interested - mike morris sailormike14@hotmail.co**

**The Annual FYC North Channel Cruise - July 17-24**



**Meeting to plan trip on June 20, 10AM in the club chalet**

## All interested sailors are welcome

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The starting date of the North Channel Cruise will be Friday July 17 and generally the cruise takes place around Kilarney to Spanish Bay. The details have not yet been worked out but the cruising group plans to get together in the next month for discussion. If you are interested in more information - come to the meeting or

Contact Hans Schaffner and he will direct you as needed -  
[hschaffner@rogers.com](mailto:hschaffner@rogers.com)

## New!! Mini- Cruise to Put-In Bay- JUNE 17-21



A mini cruise to Put-In Bay Ohio leaving from Leamington on June 17th and returning on June 21 (father's day). A **valid passport is required** as this is an American Island. They have a video customs booth on the island.

Possible itinerary is as follows:

June 17th. Leave London 5:30 am; arrive Leamington 8am; rig boats and leave when everyone is set. Depending on wind/weather sail either to Pelee Island or carry on to Put-In Bay. 5-6 hour sail @ 5knots. Stay either on the public moorings (cheaper) or at the dock (more convenient). Tour island for 2 days (see link below) Pick favourable weather window to return to Leamington by June 21.

Things to do on the island: See <http://visitputinbay.com/visitus/>

1. Tour the island on either the local tour tram or rent a golf cart for the day (valid drivers licence req.)
2. Wine tour at the island winery
3. Visit Perry's cave (where Admiral Perry's troops used to hide and store equipment)
4. Visit Perry's monument (symbolizes peace between Britain and the United States)

5. Various shops and boutiques

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6. Bike rentals

7. Excellent restaurants.

This is not a "roughing it cruise", meals will be at the local restaurants, public washrooms with coin-op showers.

If there are enough interested people I will have an information meeting at my house (complete with photos from past cruises)

NOTE: Keep in mind that in the USA an inflatable dingy for beach use is NOT acceptable as a ship to shore dory. Wisdom from our CPS member R Smith.

Contact Brian Hurst at 519-657-2773 if interested or e-mail  
[bhurst@nexacor.ca](mailto:bhurst@nexacor.ca) (subject line cruise).



## 2009 RACING WITH FYC

**All members are welcome to join any formal or informal racing venue.**

Racing is probably one of the best ways to get to know what your boat and rigging can do and to learn all points of sail. If you are new to racing, all members are more than ready to help you in all aspects - trimming sails, rigging for maximum performance, understanding the courses and rules, dumping with class. It's how most of us learned to sail!!!

### **Learning - to race registrants**

For the new racers, if you notify the people at registration for club regattas that you are indeed a new racer, there will be no fee charged for the regatta for you - what a great deal!

**Sailing School Students** are definitely welcome to participate in the club formal regattas and scheduled club races. Delighted to have you attend!

### **VOLUNTEERS NEEDED to help with club racing (or social events)**

To make these events a success we need your help!!! If you would like to help with any of these events or be a member on our social / racing committees, please advise the Rear Commodore, Doug Carey

### **2009 Racing Schedule:**

<b>Commodores Cup / June Bug Regatta -Open</b>	<b>See report in this issue</b>
<b>Club Championship -Members only</b>	August 29th & 30th
<b>Pumpkin Regatta - Open</b>	October 3rd & 4th
<b>Wednesday Afternoon / Evening Racing</b>	May 6th to Oct 14th

**Thursday evening Laser Racing** May 7th to Oct 15th 11  
**Sunday Afternoon Points Regatta** Every other Sunday Jun 7 to Sep 27

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We usually get together for coffee (or bring your own beverage of choice) after the race - at the Race Hut or main Club House to exchange stories and for a little socializing. Some sailors bring a box dinner to eat between races.

### **BEGINS JUNE 7!! - Sunday Afternoon Points Regatta - 2PM**

Every other Sunday beginning Jun 7 to September 27th -  
June 7, June 21 July 5, July 19,  
Aug 2, Aug 16, ♠Aug 30 Sept 13, Sept 27  
(♠Will be scored in conjunction with the Club Championship)

Sunday Afternoon racing (warning gun at 3 PM) will be slightly more formal than the Wednesday night races. Points will be accumulated and awards will be presented at the annual banquet.

**NOTE:** All racers please try to bring a **stopwatch or watch** to time your start/finish. You may be required to note your own time if we don't have someone to work the race hut.

**Sunday afternoons also include a Potluck dinner after the racing** - bring your favourite dish (home cooked or purchased)

### **Wednesday Informal Racing Begins May 6 to Oct 14**

#### **STARTED!! JOIN SOME OR ALL RACES AS TIME ALLOWS**

The Wednesday races are intended to be informal, to give members and new racers an opportunity to practice in an informal, low key setting. All members and Sailing School registrants are invited to participate. There are no fees charged and no prizes awarded.

#### **Rules for Wednesday Racing**

Races start at 3:00 PM and 6:15 PM every Wednesday as noted in the club calendar. The later race may start at 6PM as the sunlight lessens in Sept-Oct.

The course is displayed on the Race Hut, and the starting line is marked A-B. Starting sequence uses FYC automatic 'traffic lights' rather than the IRYU/CYA class flag sequence, although the timing of the signals will be consistent with the new rules as of 2001.

Approximately 10 min. before the start, there will be several horns as a warning signal - then

5 minutes: **red light**, sound  
4 minutes: **yellow light**, sound  
1 minute: **yellow light**, sound  
Start: **red light**, sound

- NOTE:
- sounds indicated are a courtesy to assist racers, but are not a requirement
  - No finishes are recorded.
  - The safety boat is available at the dock if needed.

**Come out and meet at the start line or on the dock before the races.**

### **Thursday Night Informal Laser Racing**

#### **STARTED!! JOIN SOME OR ALL RACES AS TIME ALLOWS**

Generally around 6 PM, the Laser sailors of FYC and the Sailing School race together. Starts are generally on the water rabbit starts. Any Laser sailors are welcome to join in.

### **Results for the 2009 Commodore's Cup/ June Bug Regatta May 30-31,2009**



Commodore/Cup June Bug Laser start

23 boats participated in the regatta, which is the lowest participation number yet for a June bug regatta. Very few out- of- town boats participated and the regatta was a week earlier than traditionally held. It may be that word did not get out or that the change in dates created a problem for others - something that needs to be addressed.

Check the following website (designed by our own webmaster Kevin Biskaborn) to read an excellent report on this regatta by Rob Koci from St James Town SC in Toronto!! Great fun to read! I will post it in the clubhouse.

**<http://www.d3laser.com/diaries/RK1/2009/The-Fanshawe-Fox/>**



Lunch break regatta day 1- aching bodies that evening!!

## results

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## Laser

Competitor	Sail No.	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Race 8	Tot	Place
Brad Biskaborn	178654	1	1	1	4	1	1	1	1	11	1
Steve Carroll	156896	3	3	3	1	3	4	7	3	27	2
Jeff Fullerton	188671	10	4	2	3	2	3	2	DNS	41	3
Rob Koci	187848	2	5	8	6	DNF	2	3	2	43	4
Rick Goldt	38585	9	2	5	2	5	6	5	DNS	49	5
Jacob Prapavossis	190261	7	7	6	5	4	5	9	DNS	58	6
Jens Biskaborn	20791	8	8	4	8	OCS	8	4	4	59	7
Kevin Biskaborn	187414	4	6	7	9	6	7	6	DNS	60	8
Jon Dietrich	179167	14	9	9	7	7	9	8	DNS	78	9
Jacob Marsh	170654	6	12	11	DNF	DNS	10	DNF	DNS	99	10
Matt McClure	40	11	13	12	11	8	DNF	DNS	DNS	100	11
Steve Dietrich	175246	12	10	10	10	DNS	DNS	DNS	DNS	102	12
Jim McKenzie	30252	5	11	DNF	DNF	DNS	DNS	DNS	DNS	106	13
Matt Dietrich	109562	13	14	13	DNF	DNS	DNF	DNS	DNS	115	14



## Open Fleet

Competitor	Sail #	Race #1			Race #2			Place	
		Ports mouth	Actual	Adjusted	Ports mouth	Actual	Adjusted		
Doug and Jim McKenzie	74	90.3	38:20:00	42:27:04	2	90.3	28:58:00	32:04:42	1
Hans Schaffer	1305	96	48:46:00	50:47:55	7	96	35:40:00	37:09:10	4
Brian Hurst and Jamie Pentland	5426	90	39:55:00	44:21:07	4	90	35:18:00	39:13:20	6
Symon Kornobis	2374	97.1	41:32:00	42:46:26	3	97.1	35:12:00	36:15:05	2
Len McDougall and Andy Turnball	6732	91.6	38:20:00	41:50:55	1	91.6	33:44:00	36:49:36	3
Gord McInstry	1662	83.1	39:49:00	47:54:51	6	83.1	31:30:00	37:54:22	5
Mark Anderson	6271	90.3	40:06:00	44:24:27	5	90.3	42:15:00	46:47:19	7
Paul Chesman and John Bryant	N20	Unkn own		#VALUE!		Unkn own		#VALUE!	

Competitor	Sail #	Race #3			Race #4			Place	
		Ports mouth	Actual	Adjusted	Ports mouth	Actual	Adjusted		
Doug and Jim McKenzie	74	90.3	28:16:00	31:18:11	1	90.3	27:29:00	30:26:08	1
Hans Schaffer	1305	96	35:40:00	37:09:10	2	96	31:02:00	32:19:35	3
Brian Hurst and Jamie Pentland	5426	90	38:53:00	43:12:13	5	90	29:07:00	32:21:07	4
Symon Kornobis	2374	97.1	OCS	#VALUE!	8	97.1	30:05:00	30:58:55	2
Len McDougall and Andy Turnball	6732	91.6	34:25:00	37:34:22	3	91.6	DNF	#VALUE!	8
Gord McInstry	1662	83.1	31:18:00	37:39:56	4	83.1	27:49:00	33:28:25	5
Mark Anderson	6271	90.3	39:06:00	43:18:00	6	90.3	DNS	#VALUE!	8
Paul Chesman and John Bryant	N20	Unkn own		#VALUE!		Unkn own		#VALUE!	

Race #5						Race #6				15
Competitor	Sail #	Ports mouth	Actual	Adjusted	Place	Ports mouth	Actual	Adjusted	Place	
Doug and Jim McKenzie	74	90.3	33:26:00	37:01:29	1	90.3	21:49:00	24:09:37	1	
Hans Schaffer	1305	96	52:09:00	54:19:23	3	96	28:54:00	30:06:15	2	
Brian Hurst and Jamie Pentland	54262	90	43:18:00	48:06:40	2	90	28:09:00	31:16:40	3	
Symon Kornobis	2374	97.1	DNS	#VALUE!	8	97.1		0:00:00	8	
Len McDougall and Andy Turnball	6732	91.6	DNS	#VALUE!	8	91.6		0:00:00	8	
Gord McInstry	16622	83.1	DNS	#VALUE!	8	83.1		0:00:00	8	
Mark Anderson	6271	90.3	DNS	#VALUE!	8	90.3		0:00:00	8	
Paul Chesman and John Bryant	N20	Unkn own		#VALUE!		Unkn own		#VALUE!		



Commodore Mark Anderson greets the sailors

The official start of the sailing season took place on a fairly windy day.

Race #7							
Competitor	Sail #	Portsmouth	Actual	Adjusted	Place	Total	Place
Doug and Jim McKenzie	74	90.3	21:40:00	23:59:39	1	8	1
Hans Schaffer	1305	96	28:48:00	30:00:00	3	24	2
Brian Hurst and Jamie Pentland	54262	90	26:23:00	29:18:53	2	26	3
Symon Kornobis	2374	97.1		0:00:00	8	39	4
Len McDougall and Andy Turnball	6732	91.6		0:00:00	8	39	4
Gord McInstry	16622	83.1		0:00:00	8	44	5
Mark Anderson	6271	90.3		0:00:00	8	50	6
Paul Chesman and John Bryant	N20	Unkn own		#VALUE!		0	



A very orderly sailpast on a cool breezy day

Following the sailpast, happy sailors (rosy if they had been in the sailpast) and families gathered in the clubhouse where the 2009 executive officially greeted them in the traditional reception line.

There certainly was not a lack of wind for the regatta, especially on Day 2. By the last race on Day 2, 4 hardy sailors were on the course. Listening to the evening conversation on Day 1, it seem all had a wonderful time. Now where can I buy a Wii Fit to harden those abs!!!

Once settled indoors, our Commodore, Mark Anderson, greeted the gathering and asked that any past Commodores that were present stand. There were 7-8 attending this event (they sat too quickly for me to complete the count!). Mark continued by asking John Bryant, a past Commodore, to continue to stand and thanked John for 19 - count them! - 19 years on the Executive! As John had passed through this year's reception line for the first time in years as a non-

executive, he tried to join the end of the greeting line where he had felt so much at home over the years. In a completely unexpected move, Mark then dubbed John as our **2009 Member of the Year**. Certainly a title most deserved by John that could not be bestowed while he was actively sitting on the Executive. Thanks for the amazing amount of time committed to the club. I am sure there must be stories to tell as the club evolved over that time!



FYC Member of the Year - John Bryant (R) and Commodore Mark Anderson

A wonderful spell of camaraderie followed over wine and cheese. Thanks to Lori Chesman for her organization of the reception and the most enticing tables that greeted our entry into the clubhouse!



Thanks also to all of those who pitched in to help Lori with preparations and clean up afterwards.

A fine time was had by all and some of us even continued on into the evening with companionship and pizza!!



The official; salute



sailpast - great spacing!



A tad breezy for the sailpast

► Thanks to Brenda Pentland and Bobby Hampton for the great photos! ◀



So, how many yacht club men does it take to fix a sign? Three, the Commodore, Vice Commodore and the Dock Master...hmm!!



Paul Chesman, John Bryant and



Our highly anticipated 10<sup>th</sup> Anniversary paddling season has finally begun !!! After participating in the Fanshawe clean-up days, Rowbust finally launched our boats on the first Saturday in May. Unfortunately, we experienced some problems with one of our boats and were forced to make due with only one until repairs were made. Although there has been lots of cool, rainy weather so far, we have not had to cancel any Tuesday, Thursday, or Saturday practices.

We participated in our first event of the season on May 31 at the Outer Harbour in Toronto. Seven teams participated on this very windy, cold day. Rowbust placed 6<sup>th</sup> overall. We are particularly proud to have won our heat in the 1.6 K event and place 4<sup>th</sup> overall in that event, right behind the three teams that have competed at the Worlds. This was the first competition for our new members, and from all reports, they are definitely hooked on Dragonboating!!

Our team has also been busy this spring in the community. We set up a display at the London Cancer Fair in April and held two fund raising days at local malls. We held a very successful fund raising event in May at the Port Stanley Festival Theatre. In June we are holding a garage sale. Many of our members will be participating in the local Relay for Life events in London and St. Thomas.

We will be holding a training camp on June 20. This will be an opportunity for team building and a chance for some more intense training.

Rowbust is continuing to recruit teams for the London Dragon Boat Festival in August. Submitted by Rowbust member Lynne Aylsworth

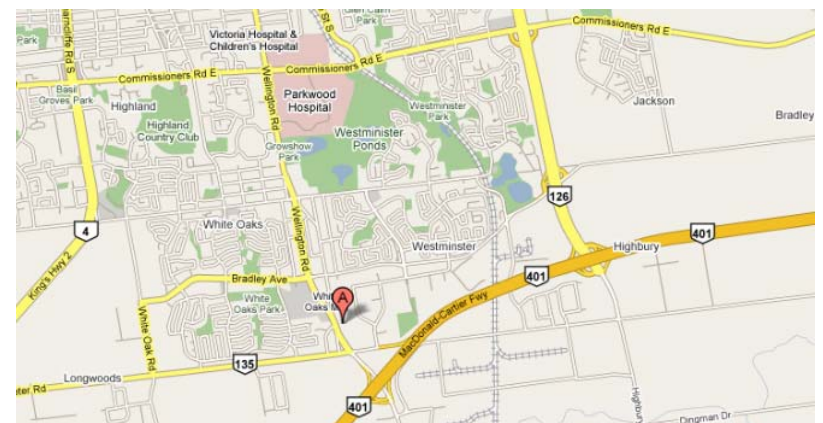


### Getting directions to "Fanshawe Lake, London, ON" from the Internet -----

Thought you might find this funny... now you'll know where to find the missing sailors that never made it to the start line! Look for the red balloon.  
 (-Erika Goldt May 6, 2009)

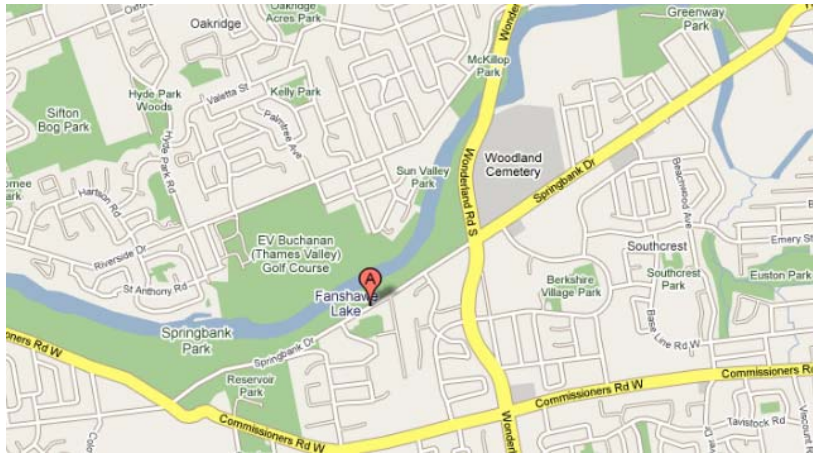
### On Google maps...

Huh?



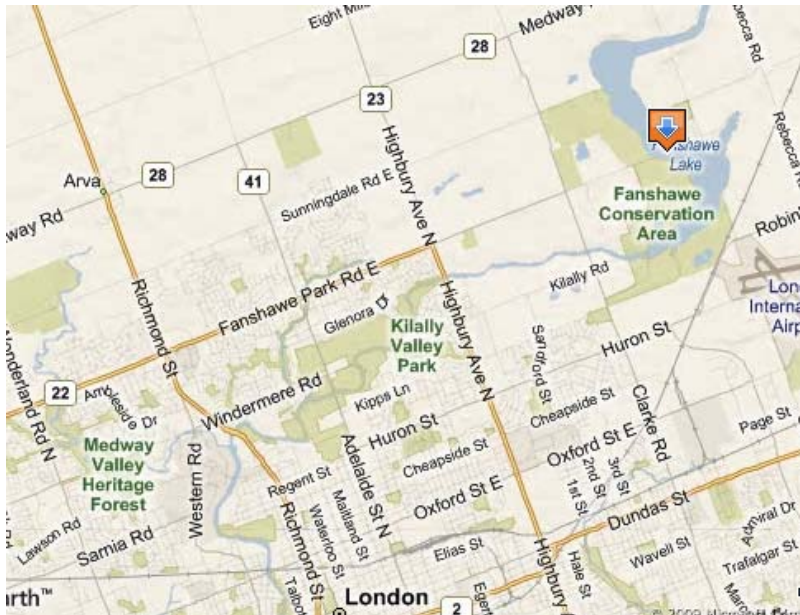
## On MapQuest...

Well at least it found water and has a name!



## And on Live Maps....

Hooray! Live Maps wins!



## News from the Sailing School Boathouse

by Peter Wilkins

As the calendar turns to June we are starting the adult classes for white sail. We have three courses starting up - two on weekday evenings and one starting on Saturday morning. The classes aren't full but we have a good turnout of interested people. It increases the activity level at the club as we build up to summer time.

I have been asked to note our instructors for the members and I understand that some photos are available for some of them. Peter Norris has returned for another year as Head Instructor and he will be managing the overall operation of the instruction for adults and juniors alike. Peter is known to many members as he has been with us for many years, starting as a student in the mid-90's. Emily Durward has returned as Senior Instructor teaching White Sail levels to adults and juniors. Emily was also a student with the program starting several years ago and developing her skills into instruction and now helping Peter with the management duties. Nikki Quinn will return as Bronze Sail coach for the juniors in July. Right now, Nikki is away in Peru with a program volunteering in an "underprivileged" hospital, but she will be back in time to welcome the kids to Bronze Sail in July. Also returning is Greg Midgley to work with Emily in the White Sail program. Greg joined us last year after some time away working with the Y camp, but he also was a student with us for several years learning the White and Bronze levels.

New to our staff, but not to the school, our Race Coach this year is Sorin Popa. Sorin was a student for several years and one of our first Race Team students sailing with Nikki. He decided this winter to take on the sail coaching program and join our staff, we offered the Race Coach position. Sorin will be backed up at regattas by Andrew Dittmer, our first Race Coach three years ago. Andrew has a summer job on a research grant at UWO and he wants to stay connected with sailing so we have asked him to back-up Sorin with the team when they are away at regattas.

I will take this opportunity to remind our members that the sailing school operation is responsible to the club through my position as Director. Communication of policy, program and administrative items should be routed through the Club Executive or me in particular. It is my job to take issues to the

staff, through the Head Instructor. We cannot maintain an efficient program if members are interfering with questions and criticism based on how they think things should run. All of our staff are issued with various administrative items including the proper chain of responsibility. Please respect these policies in daily contact with the school staff.

We are looking forward to another great coaching team at all levels and, as the registrations continue to arrive, it looks like another successful season.



Peter Norris  
Head Instructor



Emily Durward  
senior instructor - white sail  
assisting head instructor



Greg Midgley  
White sail coach



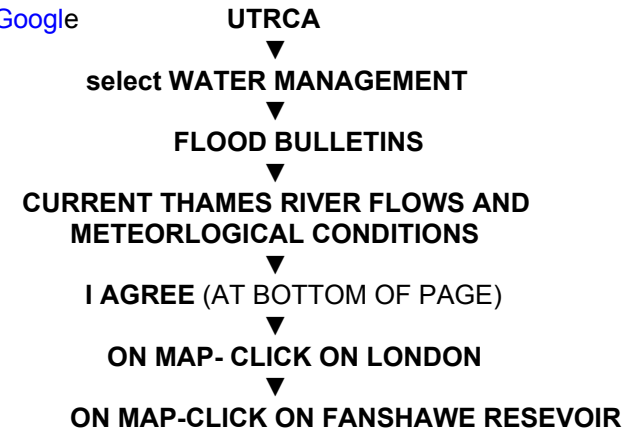
Nikki Quinn  
Bronze sail coach      Sorin Popa  
Race coach



Andrew Dittmar  
Race coach back up

**How to check the water level of the lake online to ensure we are not sinking!!** Reprint to clarify

Enter in Google



If the water level is above **700mm** the dock is just under water. If the level reaches **900+mm** all hell breaks loose - this is the max capacity of the reservoir. If the level is at **480mm** you cannot bike or walk across Wye Creek. At **0mm** the water is at the bottom edge of the dam gates, where the gate meets the weir.



**Around the Club**

**1. Summer trailer storage** Empty trailers and unused docks **cannot** remain on the FYC grounds. The UTRCA has a storage area with access behind their workshop for a fee. They will provide you with a card and plastic cover to affix for identification. Be sure it is on the trailer/boat in case the UTRCA needs to contact you.

- 2009 fees for summer storage at UTRCA:**  
 Storage of a boat on a trailer: \$125  
 Storage of trailer or dock: \$30

**2. FYC 2009 Yearbook and Roster** The Yearbook will be mailed to members. It was not completed in time for the Commodore's Reception.

**3. Membership** Please be sure that any changes in address, phone, email are passed on to our Membership chair, Nina Myers to be sure we will not miss you for important mailings. [myersnina@rogers.com](mailto:myersnina@rogers.com)

**4. Where to park your boats** Following are the contacts for people to contact for boat parking at the club:

**Moorings** --- Harbour Master - Rob Perquin [r.perquin@rogers.com](mailto:r.perquin@rogers.com)

**Shoreline** --- Boat Master -Jim MacKenzie [carhk@rogers.com](mailto:carhk@rogers.com)

**South trailer-sailor parking and small boat racks** --

Parking Area Marshall--Brian Perry [brian.perry@rogers.com](mailto:brian.perry@rogers.com)

**NOTE: Boats stored in the parking area must meet a size requirement** that is, larger boats *must* be on the moorings. See the Member's Yearbook for specifications. The reason is that the boats on trailers need to be moveable by hand for maintenance and emergency situations.

**NOTE: Boats may not remain on the center grassy island of the parking area for lengthy periods of time.** If you need to have the boat out for repair for a few days, speak to Brian Perry, Parking Area Marshall, in advance and he will arrange a spot for your use.

**NOTE: To assist with maintenance of the area, the tongues of the trailers parked in the parking area should be about 12 inches off the ground to make moving easier.** The best scenario is to have a wheel on the tongue.

### 5. PFD's - Missing in action!

After Open Day this year three of my PFD's - one adult, two-child size, all marked Bryant - which I lent for visitors to the Club have mysteriously disappeared. They aren't mixed in with the Sailing School PFD's. If any of the members that were working on the dock area for Open Day know what happened to them, please let me know. I'm at 519-434-8289. Thanks  
John Bryant

**6. City of London Police were already on the lake May 30.** Be sure you have the necessary safety equipment on board. Ask a Canadian Power Squadron member at our club if you are unsure. Brian Perry, certified with the CPS can do a free safety check with you. Be sure to ask! If you have a marine radio on board, you must be certified to use it. By Sept 1, you will need to have your operators licence for all boats.

Course for all these are offered through the CPS in London.



## Wonderland Dragon Boat Club News. by Brenda Pentland

The 2009 season is in full swing. We have been very fortunate to see our membership grow and we are very close to filling both of our dragon boats. We now have the Waves of Fury Blue team and the Waves of Fury Black team. Both teams are entered in a number of festivals this season, the big one to mark on your calendar is the London Festival on August 15<sup>th</sup>, the venue for this festival will be out of the Rowing Club and the Rowbust dragon boat team is very active in organizing this event for 2009. It would be great to have the sailors there cheering us on as we paddle through the races!

Festivals the Blue team is participating in this season are:

Waterloo – July 18  
Woodstock – Aug 8  
London – Aug 15  
Stratford – Sept 19

The Black team is registered for:

Welland – June 13  
Hamilton – July 4  
London – Aug 15  
Stratford – Sept 19

We practice on Tuesday and Thursday evenings and Saturday mornings. Everyone is welcome to come and watch. If there is a spot in the boat we just might hand you a paddle! I'm still working on Doug MacKenzie to get him into the drum seat – maybe some day☺  
Sometimes on a Saturday morning after practice we go to the Huron House for breakfast. It's a great social time and we would love to have the sailors join us.

We are still planning our Fall Scavenger hunt, watch for more news to be sent out later in the summer. And make sure you visit our web site for any other functions/updates. [www.wdbci.com](http://www.wdbci.com) Enjoy your summer.

**COMMUNITY LIVING**  
London

*Inspiring Possibilities*

Community Living London once again participated in this year's Yacht Club Open House. For those of you who may not be familiar with us, Community.

Living London supports people with intellectual disabilities and their families. We support people in a variety of areas such as living, day programs as well as employment. Our Vision drives the organization to focus on and move toward a future where all people are valued and included in the community in ways that everyone can realize their goals and contribute their talents

We are always excited to kick off another season of sailing at the Open House. We had several people we support come out for the day to enjoy some sailing, despite the lack of wind. The Open House provides a great opportunity for people to experience sailing not only in our small boat, but in many of the larger boats available. The sun was warm and the club members are always very welcoming and helpful. Our partnership is highly valued and brings many positive experiences for the people we support. The feeling of freedom on the water is like nothing else, and for many people to say "I sailed a boat" is a huge accomplishment.

We have several staff who are trained to operate and sail our boat, and are on site at the club during the week. Michel Cote should be familiar name and face to most as he has participated in the Open House and is our main "sailing pro" for the last several years. Lori Patterson, Jessica Hornick and Debbie Lucan will also be providing support to our sailing program this year.

We would like to take this opportunity to thank all the club members who offer to clean, repair and maintain the boat, but more importantly who make us feel welcome.

We have included some pictures from the 2008 Yacht Club Open House which clearly shows the joy of sailing!

Maureen Tomchick  
Community Access Supervisor



## Big brother big sister event - July 11

Doug Carey has been organizing a day to introduce the kids from the Big Brother Big Sisters Org. The group is very excited about the opportunity. The confirmed date is July 11 and there will be a request for members to help provide rides for the kids.

**Watch for further mail and posters at the club about this event!**

## Empty spot here--

Okay, to fill this empty space, I was wondering earlier **who the longest continuous member of FYC** was and - I live with him! Rick Goldt. Rick's membership began in 1958 when his parent's joined the club and he has paid his own membership since he was 19 yrs. old. I joined in or about 1975. By my calculations our fees must have paid for, hmmm, maybe the race hut. Our fees are certainly low in comparison with other activities!!

## CLASSIFIEDS Boats For Sale

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### Wayfarer Mk 1 - Sail # 7576 - \$3,750

Includes trailer, mooring cover, Main, Jib, Spinnaker,  
Light Brown hull and deck

**Contact** Don Stark at 519-686-1034, [dwstark@sympatico.ca](mailto:dwstark@sympatico.ca)  
or Janet Stark 519-657-8202

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### 26Ft. Macgregor for sale 1988--\$14,500

Comes with a 2004 15hp Honda 4 stroke long shaft motor, double axle trailer, cockpit cushions, furling jib, main, full canvas enclosure, marine BBQ, GPS, 2 marine batteries, 2 anchors, fenders, auto-pilot and more!

Well maintained boat

Water ballast for extra stability when cruising

**Contact** Vic Burgess 519-659-2121 or  
Vince Coupal 519-659-9428 or [vincent.coupal@symptico.ca](mailto:vincent.coupal@symptico.ca)

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### 1981 Sandpiper 565 (18 feet) for sale:

Built 1981, dark blue hull, white deck in very good condition  
6HP Mariner (Mercury) outboard - 1994 model  
3 sails, all rigging and lines  
large cockpit, trailer

**The Maltese Falcon - \$181,688,916 US.**

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The world's largest private sailing yacht.  
 The yacht's owner, former HP board member and centi-millionaire Tom Perkins, told the media this week why he is selling the 88-metre superyacht.  
**"My pleasure comes from the technical and aesthetic challenges of new yacht projects more than from cruising aboard the finished boat. I would now like to indulge my interest in 'sports' submarines and maybe to build a specialized boat to use as a sub carrier."**

88 meter long - might fit in Fanshawe - beam-42' 3", crew 16, max speed - 19.6 knots, 6 cabins, 2 x Deutz 1525 KW main engine, designer/builder -: Luxury Perini Navi yacht charter/2006

Photos follow:




**FYC Spring/ Summer 2009 prices on Sailing Sportswear**


The new flyer with 2009 pricing for clubwear items t-shirts, Henley shirts, golf shirts, sweatshirt, polar fleece vest, caps and an amazing sports bag is now available. Advertise a product you really care for!!! SAILING AT FYC.

**CONTACT: LORI CHESMAN 519-659-4633 TO PLACE AN ORDER OR Email albatross2@sympatico.ca**


**Look for the flyer on the bulletin board in the clubhouse and as a download on the FYC website - www.fyc.on.ca.**



FANSHAWE YACHT CLUB



FANSHAWE YACHT CLUB LONDON




**FANSHAWE YACHT CLUB**


2009 Spring/Summer

8347NP


LEFT CHEST EMBROIDERED DESIGNS



**SHORT SLEEVE T-SHIRT**  
 100% cotton preshrunk jersey. Double stitched sleeve and waist hems.  
**Style #G2000 (adult)**  
 S - XL ..... \$13.00    XXL ..... \$15.00  
 Colours: Red, Sport Grey or Navy  
*Design #1*



**SHORT SLEEVE T-SHIRT**  
 100% cotton preshrunk jersey. Double stitched sleeve and waist hems.  
**Style #G2000B (youth)**  
 S - L ..... \$12.00  
 Colours: Red, Sport Grey or Navy  
*Design #1*




**SHORT SLEEVE HENLEY**  
 100% carded open end cotton. 3 wood tone buttons.  
**Style #P8600**  
 S - XL ..... \$29.00    XXL ..... \$32.00  
 Colours: Navy or Dark Ash  
*Design #1*


SIZING CHART

PRODUCT	S	M	L	XL	2XL	3XL	4XL
T-Shirt (adult)	30-32	34-36	38-40	42-48	46-48		
Ladies' Golf Shirt	32-34	35-36	38-39	40-41	42-44		
Men's Golf Shirt	36-37	38-39	40-41	42-43	46-47		
3 Button Henley T-Shirt	30-32	32-34	36-38	42-44	44-46		
Sweatshirt	35-37	38-40	41-43	44-46	47-49		
Polar Fleece Vest	34-36	38-40	42-44	46-48	50-52	54-55	54-58
T-Shirt (youth)	24-26	27-28	29-30				


\*The sizing chart refers to actual body measurements. Garment measurements are larger to allow 'EASE' of fit.




**LADIES' GOLF SHIRT**  
 Solid pique body with textured stripe.  
**Style #A75010**  
 S - XL ..... \$32.00    XXL ..... \$35.00  
 Colour: White with Navy/Red Trim  
*Design #1*



**MEN'S GOLF SHIRT**  
 Solid pique body with textured stripe.  
**Style #A85033**  
 S - XL ..... \$32.00    XXL ..... \$35.00  
 Colours: White with Navy/Red Trim  
*Design #1*




**CREW NECK SWEATSHIRT**  
 80/20 cotton/poly, set-in sleeves.  
**Style #G0900**  
 S - XL ..... \$32.00    XXL ..... \$36.00  
 Colours: Sport Grey, White, Navy or Red  
*Design #1*



**COAL HARBOUR POLAR FLEECE VEST**  
 100% anti pill polyester fleece.  
**Style #J740**  
 S - 4XL ..... \$39.00  
 Colours: Navy or Red  
*Design #1*

8347NP



# FANSHAWE YACHT CLUB

2009 Spring/Summer

**BRUSHED COTTON CAP**

Tri-coloured cap, structured low profile, pre-curved peak, fabric strap with buckle.

Style #HE4026  
ONE SIZE ..... \$13.00


Colour: Navy with Red/White  
Design #2

**BRUSHED COTTON CAP**

Tri-coloured cap, structured low profile, pre-curved peak, fabric covered short touch strap.

Style #HE4199  
ONE SIZE ..... \$13.00

Colour: Navy with Red Peak  
Design #2



**SPORT BAG**

U-shaped zipper, gusseted end pockets with vent holes, zipped down side pocket

Style #3010  
25.5"W x 11.5"H x 10"D ..... \$39.00

Colour: RedNavy/White  
Design #2

Submit your forms to: LORI CHESMAN 659-4633

## FANSHAWE YACHT CLUB 2009

Name: \_\_\_\_\_ Phone: \_\_\_\_\_

Garment Description	Style#	Colour	Size	Qty.	Unit Price	Total Price

Please check your method of payment

Visa  Mastercard  Cheque \*payable to: Positive Identity Sportswear

Cardholders name: \_\_\_\_\_

Card #:

Exp. Date: \_\_\_\_/\_\_\_\_/\_\_\_\_  
month / year

Signature: \_\_\_\_\_

**TOTAL**

**TAXES INCLUDED!**

In conjunction with...

**Positive Identity** 501 Nightingale Ave.  
London, ON CAN  
519-452-1790  
Charlane ext. 28

### FYC 2009 – EVENTS CORNER

For more info and details check our website - [www.fyc.on.ca](http://www.fyc.on.ca)

**FYC Executive Meetings first Monday of each month**  
**FYC General Meetings for club members third Thursday of each month over the winter**

#### FYC Schedule

- JUN 3 Wednesday informal racing 3PM and 6:15 PM
  - JUN 4 Thursday night Laser race 6 PM
  - JUN 7 Sunday Afternoon Points Regatta - 2PM  
First in a series of 9 races every other Sunday afternoon into Sept. Potluck dinner after race.
  - JUN 10 Wednesday informal racing 3PM and 6:15 PM
  - JUN 11 Thursday night Laser race 6 PM
  - JUN 13-20 1000 Island Cruise week (contact Mike Morris)
  - JUN 17 Wednesday informal racing 3PM and 6:15 PM
  - JUN 18 Thursday night Laser race 6 PM
  - JUN 17-21 Put-in Bay cruise (contact Brian Hurst - 519-657-2773 if interested or e-mail bhurst@nexacor.ca (subject line cruise)
  - JUN 20 North Channel Cruise Meeting for all interested sailors 10 AM in FYC Clubhouse
  - JUN 21 Sunday Afternoon Points Regatta - 2PM  
Second in a series of 9 races every other Sunday afternoon into Sept. Potluck dinner after race.
  - JUN 24 Wednesday informal racing 3PM and 6:15 PM
  - JUN 25 Thursday night Laser race 6 PM
- 
- JUL 1 Wednesday informal racing 3PM and 6:15 PM
  - JUL 2 Thursday night Laser race 6 PM
  - JUL 5 Sunday Afternoon Points Regatta - 2PM  
Third in a series of 9 races every other Sunday afternoon into Sept. Potluck dinner after race.
  - JUL 8 Wednesday informal racing 3PM and 6:15 PM
  - JUL 9 Thursday night Laser race 6 PM
  - JUL 11 Sailing with Big Brothers Big Sisters
  - JUL 15 Wednesday informal racing 3PM and 6:15 PM
  - JUL 16 Thursday night Laser race 6 PM
  - JUL 17-25 North Channel Cruise Week (Contact Hans Schaffner)
  - JUL 19 Sunday Afternoon Points Regatta - 2PM  
Fourth in a series of 9 races every other Sunday afternoon into Sept. Potluck dinner after race.
  - JUL 22 Wednesday informal racing 3PM and 6:15 PM
  - JUL 23 Thursday night Laser race 6 PM
  - JUL 29 Wednesday informal racing 3PM and 6:15 PM

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JUL 30	Thursday night Laser race 6 PM
<hr/>	
AUG 2	Sunday Afternoon Points Regatta - 2PM Fifth in a series of 9 races every other Sunday afternoon into Sept. Potluck dinner after race
AUG 5	Wednesday informal racing 3PM and 6:15 PM
AUG 6	Thursday night Laser race 6 PM
JUL 11	Big Brother Big Sister Event
AUG 12	Wednesday informal racing 3PM and 6:15 PM
AUG 13	Thursday night Laser race 6 PM
AUG 16	Sunday Afternoon Points Regatta - 2PM Sixth in a series of 9 races every other Sunday afternoon into Sept. Potluck dinner after race
AUG 19	Wednesday informal racing 3PM and 6:15 PM
AUG 20	Thursday night Laser race 6 PM
AUG 26	Wednesday informal racing 3PM and 6:15 PM
AUG 27	Thursday night Laser race 6 PM
AUG 29/30	Club Championship Regatta/ Corn Roast (CLUB ONLY) Sunday Afternoon Points Regatta - 2PM Seventh in a series of 9 races every other Sunday afternoon into Sept. Will be scored within the regatta.
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SEP 2	Wednesday informal racing 3PM and 6:15 PM
SEP 3	Thursday night Laser race 6 PM
SEP 9	Wednesday informal racing 3PM and 6:15 PM
SEP 10	Thursday night Laser race 6 PM
SEP 12	Fall Work Party #1 - Sailing School
SEP 13	Sunday Afternoon Points Regatta - 2PM Eight in a series of 9 races every other Sunday afternoon into Sept. Will be scored within the regatta
SEP 16	Wednesday informal racing 3PM and 6:15 PM
SEP 17	Thursday night Laser race 6 PM
SEP 23	Wednesday informal racing 3PM and 6:15 PM
SEP 24	Thursday night Laser race 6 PM
SEP 27	Sunday Afternoon Points Regatta - 2PM Last in a series of 9 races every other Sunday afternoon into Sept. Will be scored within the regatta. Awards presented at banquet.
SEP 30	Wednesday informal racing 3PM and 6:15 PM
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Oct 3/4	Pumpkin Regatta (OPEN)
OCT 7	Wednesday informal racing 3PM and 6:15 PM

OCT 8	Thursday night Laser race 6 PM
OCT 14	Wednesday informal racing 3PM and 6:15 PM
OCT 15	Thursday night Laser race 6 PM
TBA	2009 Sailing School Regatta
OCT 17	Fall Work Party #2
OCT 18	Fanshawe Park Closes for winter
OCT 24	Fall Work Party #3

NOV TBA	FYC Annual Banquet
NOV 26	AGM Budget Meeting - 7PM HMCS Prevost, 19 Becher St

### **Informal Racing Schedule in 2009**

**MAY 6- OCT 7** Wednesday informal afternoon and evening race

**MAY 7 - OCT 8** Thursday evening Laser/ Laser radial racing

**Sailing School Schedule** - Please note that 2009 will be a "ten-week summer" allowing us to vary our schedule from previous years

### **Youth Course Schedule for 2009.**

#### **Date No. Level**

June 29 to July 10	YW1 White Sail I White Sail II White Sail III
July 13 to 24	YW2 White Sail I White Sail II White Sail III
July 27 to Aug 7	YW3 White Sail I White Sail II White Sail III
Aug 10 to 21	YW4 White Sail I White Sail II White Sail III
Aug 24 to Sep 4	YW5 White Sail I White Sail II White Sail III
June 29 to July 24	YB1 Bronze Sail IV and V
July 27 to Aug 21	YB2 Bronze Sail IV and V
Aug 24 to Sep 4	Skills additional days for students to complete a level given out on the first day of each course.

### **Adult Course Schedule for 2009**

#### **Date No. Days**

May 25 to June 24	A1 Monday and Wednesday evenings
May 26 to June 25	A2 Tuesday and Thursday evenings
June 6, 13, 20, 27	A3 Saturday daytime
July 27 to Aug 26	A4 Monday and Wednesday evenings
July 27 to Aug 26	A5 Bronze Monday and Wednesday evenings

### **Dragon Boat Schedules**

#### **WONDERLAND DRAGONBOATS - Now two teams at FYC!**

Practices are held most Tues & Thurs at 7:00pm and Sat at 9:00am

Festivals the Blue team is participating in this season are:

Waterloo – July 18

Woodstock – Aug 8

London – Aug 15

Stratford – Sept19

The Black team is registered for:  
 Welland – June 13  
 Hamilton – July 4  
 London – Aug 15  
 Stratford – Sept 19

### **ROWBUST DRAGONBOATS - 10th Anniversary Year!**

Practices Wed and Thurs evenings, Sat morning

June 20	Port Perry
July 4	Hamilton
July 18	GWN Sport Festival Toronto
Aug 15-16	Doug Wells Rowing Centre
	Hosted by the London Rowbust Dragonboat Team celebrating their 10th anniversary
Aug 14-16	London
Sept 19	Stratford

### **A Racer's Practical Guide to the Weather**

So how do we make up our minds which way to go, and what the wind is about to do?

Unfortunately, even daily forecasts are not detailed enough to be of much use on the race course, except that they provide valuable background information. This can be added to what we see happening on the course to enable us to make a best guess of what to do.

In fact, we sailors need to know not only what the wind will be doing during the race, but more importantly, what is going to happen to it on the leg we are on.

This is never going to be a precise science and so we mustn't become too complicated or too obsessed in our analysis. Our forecast is really only one part of our overall race strategy as boat organisation, crew technique, and boat-to-boat tactics, all play their part, too. Which of them has priority at any one time, depends upon our immediate needs at that moment.

Notwithstanding all that, getting to the first mark in a good position is often everything, and usually decides our finishing position in that race. We therefore need to spend time thinking about our options, and what is likely to be the best way up the beat. Later on during the race of course, we don't have the luxury of that spare time as so many other pressures are heaped on us.

Now, although we can feel the wind, we obviously cannot see it. Therefore we have to observe how it affects things around us – clouds, smoke, trees, other boats, etc.

Our timetable before (and after) the start, should therefore be:

#### **1. On the journey to the Sailing Club**

- What is the wind forecast? Are the clouds moving in the same direction as that forecast?
- Could any **nearby land mass** affect that wind at the surface? (e.g. Is the wind along the shore, or is it offshore or onshore?)
- Are conditions right for a **sea breeze** to develop (land heating up - gentle offshore breeze)?
- Is the air stream **stable** (smooth cloud cover and hazy conditions) or is it **unstable** (cumulous clouds; clouds with jagged bases and good visibility)?
- Could it **rain** during the race?
- What will the **currents** be doing?

#### **2. Sailing to the start**

- Note wind direction and speed on a regular basis to see if there are changes.
- Is cloud building onshore and disappearing offshore (sea breeze indicators)?
- Is the cloud base lowering as we look to windward (front approaching)?
- Is the current affecting the water (wave heights and tide lines perhaps)?

#### **3. Preparation for the start.**

We should sail as much for the beat as we can to check on gusts and lulls, on wind bends and the effect of shorelines, etc. to decide what side is going to pay.

#### **4. Up the first beat.**

If one side is paying, we should make a mental note to go that way up the next beat **if the environment remains the same.**

#### **So, what are we looking out for when we go through these routines?**

**1. The Weather Forecast and Gradient Winds.** One of the reasons that weather forecasts are only background help, is that the wind they describe is the gradient wind. This is the wind at about 500 metres up, which is high enough not to be affected by the surface. However, it is the wind on the surface that we use and this is affected by surface friction. Not only is it generally weaker, but also it is twisted to the left (in the Northern Hemisphere). The technical term for wind going to the left i.e. against the sun's direction, is "backed". If it goes to the right, it veers as it follows the sun's direction. Over

water, where the friction is less, the surface wind is backed by about 10°. Over land and its increased friction, the wind can be backed as much as 40° over the gradient wind.

**2. Wind blowing Offshore.** As the wind leaves the shore, it will veer because of the change in surface friction. This gentle bend to the right can extend for some distance downwind. It can be spotted in our pre-race practice by checking our compass readings as we beat towards the shoreline. The wind increases in strength as it leaves the shoreline behind but becomes more stable as the difference between the gusts and the lulls becomes less marked.

**3. Wind blowing Onshore.** There will be no changes in direction on the water near the shoreline. Almost invariably, there will be less wind afloat than could be guessed at when standing on the shore.

**4. Wind blowing along the Shore.** If, when you are standing with your back to the wind, **the coast is on your right**, the differing angles of the surface wind on the land and on the water **increase the wind strength** just offshore as they merge together.

If **the coast is on your left**, the effect is the opposite as the two breezes separate and **reduce wind strength** for quite a distance offshore.

**5. Gusts and Lulls.** Gusts and lulls occur in unstable air and happen when the surface and gradient winds become mixed up. This overturning of the air occurs as surface air heats up and rises, often forming cumulus clouds as it does. It is replaced by cold air being dragged down, bringing the stronger winds from above. As these hit the water, we see the typical darkening ripples. Interestingly, these gusts occur between the clouds. **Underneath the clouds, the wind will be lighter** because of the updraft. So, if at all possible, avoid sailing under them. Thus, if there are more cumulus clouds to windward on one side, head for the other side of the course.

**6. Raining Clouds.** These are usually darker than cumulus clouds. If rain is falling under a cloud, then air is being cooled. That air will be falling and the wind will be stronger. So, head for dark raining clouds.

**7. Cloud base lowering to windward.** This means a front (junction between a warm and cold air mass) is approaching. Winds increase as it gets closer. The appearance of the front is marked by heavy rain. Approach this on port, as the wind will have backed with the approach of the rain. As the cloud base rises behind the deluge, tack onto starboard because the wind will veer by as much as 90°! In the unstable air stream afterwards (lots of cumulus), the wind will become blustery, and we're back into trying to stay away from the clouds!

### **8. Thunderstorms approaching with their typical anvil-shaped clouds.**

Obviously the forces creating this lot are pretty powerful. Air is forced upwards at an enormous rate. It is rapidly cooked and then blasts down to hit the water and fans out in very strong gusts. Hailstones only add to the misery!

**9. Sea breezes.** Sea breezes occur when the air temperature over the land is higher than the air temperature over the sea. This usually happens on a sunny day as the heated air over the land rises and drags colder air in from the sea. The air over the land then flows out to sea and, as it cools, falls to take the place of the air moving towards the shore. We can see the mechanism starting, as **cumulus clouds build over the land, and clouds over the sea dissolve**. As the sea breeze develops it turns gradually to the right, as much as 50 to 60° by mid-afternoon. This breeze dies away during the evening as the land begins to cool off.

**10. Effect of Current. Weather flowing current** - a current flowing against the wind - increases the strength of the wind that the boat is using. It also increases friction between the wind and water and so waves become higher, steeper with shorter distances crest to crest. These waves could slow the boat down somewhat, so it may pay to try and find flatter water even though that means there will be less weather going current.

**Leeward flowing current** - a current flowing with the wind - reduces the strength of the wind the boat is using. Because friction between wind and water is reduced the water is flatter as the top of the waves is 'planed off'. Pointing is poor in these circumstances, and speed over the ground is very much reduced. It is a situation very much to be avoided if at all possible!

We'll never get all this right every time. But by working through things logically, we can dramatically improve the odds. It will not only improve our finishing positions but it will also enhance our enjoyment.

(Reprinted with consent from Al Schonborn, CWA)