

FALL AT FYC WITH THE LONDON DRAGON BOATERS PASSING COMMODORE HURST'S YACHT by Brenda Pentland

Uncle Fanshawe Wants You!

EXECUTIVE POSITIONS NEED TO BE FILLED!!



Recent developments in the F.Y.C. executive have left us with a predicament. As a result, we are desperately seeking some good folks for the following positions-

FLEET CAPTAIN-(responsible to organise maintenance of docks and related on-water equipment such as the barge, etc. Also to assist in the recruitment of volunteers to participate in the Regattas

COMMODORE- To oversee the operations of the club and be the formal liaison to the UTRCA. Aply assisted by the other executive, this position may be filled by nomination from Club membership and /or to be filled by a former Commodore.

Please contact Mark Anderson at Mark7anderson@yahoo.ca

ED NOTE For a general over view of these positions, please refer to your FYC Member's Handbook. The more detailed position descriptions may be found in Downloads – FYC constitution- on the club website www.fyc.on.ca or in the binders located in the glass bookcase in the member's room of the Clubhouse.

FALL WORK PARTIES- OCTOBER 16 AND 23

Sighhhh...time to pack up the boats and prepare the club for "shiver" *WINTER*.

We'll start at 9 AM with coffee and donuts and sign up at the chalet. The more hands we have, the faster the tasks go!! Lunch will be provided to refuel the workers. We need to stow club and school boats, haul out tires and docks, and rake leaves and so on. **PLEASE BRING TOOLS FOR LAWN WORK, CLEANING AND REPAIRING.** Gloves, waterproof boots and jackets are useful.

Please remember that the park will close to traffic over the dam on Sunday Oct 18. Access then will be by club key on the north gate of the park...off Fanshawe Rd East past Clark Rd.

IMPORTANT: PLEASE DO NOT PLAN TO REMOVE YOUR BOAT, TRAILER OR DOCK SYSTEMS ON THE WORK DAYS AS THE RAMPS WILL BE COMMITTED TO REMOVAL OF CLUB BOATS AND DOCKS. BOATS ON MOORINGS SHOULD BE MOVED BY OCT 15 SO MOORINGS CAN BE PULLED

THE ANNUAL FYC BANQUET



Forest City National Golf Club

(back by popular request!!)
Saturday November 13, 2010
Cocktails at 5:30 PM (cash bar)
Dinner at 6:30 PM
Program and Entertainment to follow

BEAT THE RUSH

Tickets **EARLY BIRD** \$27.50 until the last fall work party – Oct 24
From Oct 25 on the price will be \$30

The tickets will be available at the fall work party weekends. Look for Lori Chesman at the Club wear sales area, Betty Dietrich, Brian Hurst, Sharon Biskaborn or Sue / Rick Goldt.

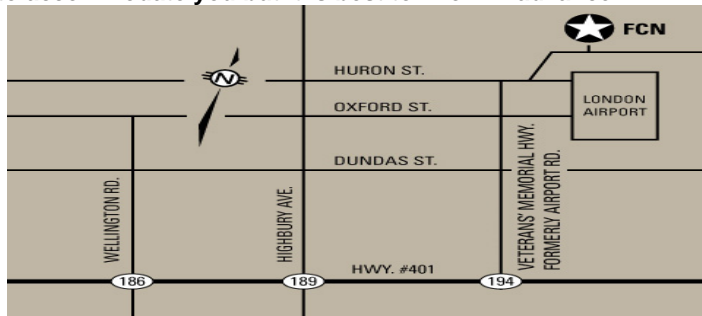
You are also welcome to phone, e-mail or mail a request for tickets to
Suzanne Goldt 480 Sherene Terr London, on N6H3J
519-473-1966
Rgoldt0228@rogers.com
Betty Dietrich 32 Redford Rd London on N5X3V6
519-660-1354
Betty.dietrich@sympatico.ca

Once payment is received, the tickets can be set aside to pick up at the door or can be mailed to you. **Please make checks out to Fanshawe Yacht Club**

Dinner Menu- buffet with two choices of meat entrée -roast sirloin and roast turkey, meat and vegetarian lasagnas, vegetables, roast potatoes, salad.
Dessert and coffee/ tea will be served to your table after the main meal (cake or fruit cup)

Door Prizes If you wish, you are welcome to donate a door prize as a business promotion or as an individual as has often happened in the past.

PLEASE NOTE: If you have special dietary needs, please call Betty Dietrich at 519- 455-2540 or Suzanne Goldt at 519-473-1966. The head chef would be willing to accommodate you but it is best to know in advance.



FOREST CITY NATIONAL GOLF CLUB AT STAR

IMPORTANT: FYC Annual General Budget Meeting Nov 18, 2010 - Please be sure to come!!

The budget meeting will be held on Thursday, November 18th, at 7 p.m., at HMCS Prevost. It is most important that all members try to attend to review the final 2010 finances and to discuss the necessary expenditures in the year 2011. Come and see how your membership dollars are used!

The executive would appreciate it if you would send any suggestions for next year's budget to them as well as being sure all receipts have been submitted on the appropriate form. Please send these to Jack Blocker jblocker@uwo.ca

CRUISING WITH FYC—PLAN NOW FOR THE 2011 SEASON!!

All sailing members are welcome to join our seasoned cruisers to have wonderful boating experiences in various parts of Ontario. Come to one or all of the 2011 club cruises All three cruises are very different from a northern adventure in the beauty of the North Channel of Georgian Bay to the 1000 Island beauty and sight- seeing at various ports to the open water sailing on Lake Erie and exploring of the Island at Put-In Bay.

There generally will be meetings prior to the cruise to discuss plans. Through the listed Contacts and at these meetings, you may find the help you need to properly supply your boat for the trip

2011 Thousand Island Cruise – June 17 to 25

Plan your vacation time ahead ----June 17 to the 25, 2011-- A week in the Thousand Islands. Launch at Treasure Island Marina just east of Kingston .About a 5 hour drive. Be prepared to cross into American ports (passports will be needed) .This is a great place for beginners. If you forget something you are never very far from a place to buy it. Be on a dock or anchor out. The St Lawrence River is 13 miles wide from Gananoque to Clayton New York. Visit Clayton , Kingston, Gananoque, the Boldt Castle and lots of places in-between. I have sailed there for more than 10 years. Sail in sheltered waters, the 40 Acres or the open Lake Ontario.

Contact mike morris sailormike28@hotmail.com



THE THOUSAND ISLANDS CRUISE AREA

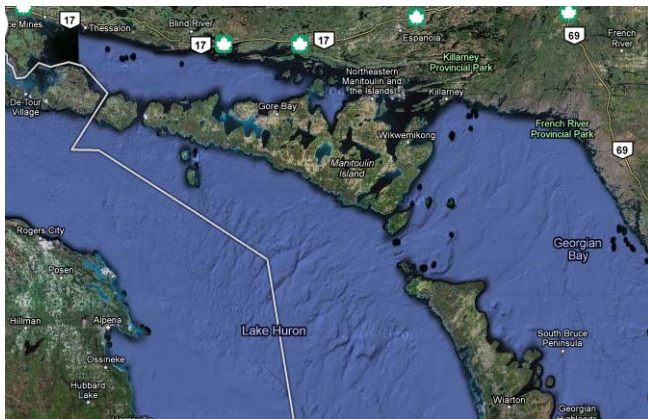
2011 North Channel Cruise Week—July 22-30

The annual FYC north cruise week will start on July 22 and run to the 30th. I expect the launching will take place in Killarney. True wilderness sailing in the beautiful North Channel of Georgian Bay. Because of the remoteness of this area good thought should be put into your preparations as restocking the boat with food, ice and drink is more difficult. Most nights are spent at anchor in small protected bays or inlets.



KILLARNEY LAUNCHING AREA

Contact Doug MacKenzie Dougmack@skynet.ca
Mike Morris sailormike28@hotmail.com
or Mark Anderson mark7anderson@yahoo.ca



NORTH CHANNEL OF GEORGIAN BAY

2011 Put-in Bay Cruise – over the July 1 Weekend

This cruise begins in Leamington and lands in Put-in Bay where there are a considerable number of activities to do onshore. Some of the Island attractions include Family attractions such as the Perry's Victory and International Peace Memorial (Perry's Monument), the Butterfly House, War of 18 Holes, Perry's Cave, the Lake Erie Islands Historical Society Museum & the OSU Fish Hatchery are just a few of the many things to do and see while you're on South Bass Island (Put-In-Bay). To get around Put-In-Bay,



PUT IN BAY-PERRY'S MONUMENT

there are plenty of bike, golf cart and moped rentals. If you're interested in water sports, you can try your hand at kayaking, parasailing or jet skiing. Or, better yet, you can sail the waters around the island.

Contact Brian Hurst hursthome@sympatico.ca



Lasers race 1 pumpkin 2010

The 2010 Pumpkin Regatta Oct. 2-3, 2010

Excerpts from Uncle Al's report-- Canadian Wayfarer Assoc

ED NOTE: With Uncle Al's consent, I chose to edit his review of the Pumpkin Regatta to share it with our club as it gives us a view of our club from our "guest" racers.

Vintage Pumpkin brings rain and cold but good breezes and tons of fun!!

Apart from the rain beating down on the chalet roof so loud I could hardly hear the PRO's words at the Skippers' Meeting, the regatta was off to an enjoyable start - if you didn't count the fact that the day was unseasonably cold. Nonetheless, our 2010 Wayfarer regatta season came to a fine close Oct. 2-3 with the Fanshawe YC's 41st annual Pumpkin Regatta in London, Ontario. Nine hardy Wayfarer teams, about 15 Lasers, and the usual assortment of cruisers and others in a miscellaneous fleet braved two days of rain and miserable temperatures that struggled to reach 10°C. This was weather that brought to mind the "good old" Pumpkin days when we used to camp at Fanshawe in these conditions and use the washroom hands-dryer to blow-dry or at least warm our sailing boots. At least it wasn't a snowy Saturday morning like we had in the Blue Jays' World Series years 1992 and 1993. But we did get nice winds of about 8 to 12 knots. Even though they were from the dreaded NE direction, our RC made a very nice best of them by coming out into the wet with us and giving us water-based starts.

Not to be outdone, Natalie and Brian Hurst and their lovely daughter, again provided us with the fantastic turkey dinner that all of us hope will become a tradition. This dinner also came with a bottle of eminently palatable Fanshawe YC/Pumpkin Regatta wine for each table. All this for the ridiculously low price of \$7 per person!!! And of course, just to keep them from being bored, the Hursts manned the kitchen for Sunday breakfast and lunches (with Anita Elsworth and taking charge of the Saturday lunch). Especially this year, those were a life saver for many of us. Thanks a million, Natalie and Brian!!

As previously mentioned, we got nicely sailable wind strengths and water-based starts in north-easterly breezes out of Wye Creek (near mark #1 above). Saturday we got three races - one before lunch - with a start line halfway up our beat near #2 and posted courses of buoys to port twice around a 1-B-3 triangle. In nearly continuous rain I expect that none of us had any desire to stay out for more races. And if we thought we had it tough, think of our poor RC volunteers who did not even have the excitement of racing to keep them warm!! Thanks a ton, guys!! We really appreciate the sacrifices you made for us!!

By Sunday morning, nothing had changed - though perhaps the gaps between showers were a bit bigger? Be that as it may, we survived three more races - windward-leewards, from a similarly positioned start line to #1, downwind past the start-finish line to a Pumpkin mark SW of #2 twice-around, before happily hauling out. In the muddy parking lot, Nick Seraphinoff and Steph Romaniuk (Wayfarer sailors from Michigan) saved the day with some nice, cold beer!! It turned out to be one of those days where no one was eager to dawdle over packing up, especially since many of us just stuffed all the wet stuff into the boat for later attention. Our regatta organizers again came up trumps with prizes that were a bit out of the ordinary: Tim Horton's gift cards for all prize winners plus unique Pumpkin Regatta pennants

Sadly, one of our great Fanshawe YC stalwarts over the past few decades, Len MacDougall, and his wife, Betty, have had their health deteriorate such that they can no longer get out alone.. Len and Betty, you have left us with many lovely memories, and I do hope you will be able to still take some smaller joys from your life even without the sailing.

. Photographers, Julia Schonborn and Joanne Van Kampen



RACE COMMITTEE MEETING

From our club racers

A sincere thank you goes out to all the volunteers who enabled this regatta to happen. The safety boats were manned by Paul Chesman, Sjoerd Verhoef, John Bryant, Brian Hurst, Roy Elworthy, Mike Beukeboom, and Hans Schaffner. The Race Committee was comprised of John Kabel (Chair), Mary Watson and Jack Blocker.

The registration desk was managed by Vera Eames and Ralph Smith. The Saturday lunch was prepared by Anita Elsworthy. The turkey dinner on Saturday evening was prepared by Natalie and Brian Hurst, with help in serving and clean up from Carleen Hone, Jim MacKenzie and Shirley MacKenzie. An unscheduled but welcome breakfast and lunch was prepared by Natalie and Brian Hurst.



JOHN KABEL RACE COMMITTEE CHAIR JEFF EAMES WAYFARING



START OF THE WAYFARER FLEET



Pumpkin Regatta 2010 – Results

Laser

Entries: 13 Races: 6
Sailors: 13 Drops: 1

Place	Skipper	Sail No	Points	R1	R2	R3	R4	R5	R6
1	Brad Biskaborn	187137	6	1	1	1	2	6	1
2	Kevin Biskaborn	187414	18	3	5	3	3	4	5
3	Jacob Prapavessis	170654	19	4	6	2	4	3	7
4	Rick Goldt	38585	20	2	4	6	1	7	8
5	Ian Robertson	102254	22	6	7	8	5	1	3
6	Jeff Fullerton	188671	25	9	2	9	6	2	6
7	Jens Biskaborn	20791	28	10	3	4	8	9	4
8	Jim Mackenzie	73522	29	5	9	5	9	8	2
9	Frank Harmgardt	188724	38	8	8	7	10	5	10
10	Eric Richert	196086	44	7	11	11	7	10	9
11	Colin King	71884	55	13	12	10	11	11	11
12	Jon Dietrich	179167	62	11	10	DNF13	DNS14	DNS14	DNS14
13	Richard King	Y	68	12	DNS14	DNS14	DNS14	DNS14	DNS14

Open

Entries: 4 Races: 6
Sailors: 4 Drops: 1

Place	Skipper	Sail No	Points	R1	R2	R3	R4	R5	R6
1	Henry Klausnitzer	642	9	3	2	2	1	1	DNC5
2	Mark Anderson	384	9	2	1	1	2	3	DNC5
3	Ross Green	3	15	4	3	3	3	2	DNC5
4	Michael Peters	2345	20	1	DNC5	DNC5	4	DNC5	DNC5

Laser Radial

Entries: 2 Races: 6
Sailors: 2 Drops: 1

Place	Skipper	Sail No	Points	R1	R2	R3	R4	R5	R6
1	Thomas Johnstone	1406869	1	1	1	1	DNC3	DNC3	DNC3
2	Ben Brown	10610914	2	DNC3	DNC3	DNC3	DNC3	DNC3	DNC3

Puddle Duck

Entries: 2 Races: 6
Sailors: 2 Drops: 1

Place	Skipper	Sail No	Points	R1	R2	R3	R4	R5	R6
1	Elayna Hurst	Green / White13	13	DNC3	DNC3	DNC3	DNC3	1	DNC3
2	Brian Hurst	Green / Blue 14	14	DNC3	DNC3	DNC3	DNC3	2	DNC3

Wayfarer

Entries: 9 Races: 6
Sailors: 18 Drops: 1

Place	Skipper	Crew	Sail No	Seed	Points	R1	R2	R3	R4	R5	R6
1	Al Schonborn	Richard Watterson	3854	1	7	2	4	1	1	2	1
2	Sue Pilling	Steph Romaniuk	397	2	7	1	1	2	3	1	2
3	Jim Heffernan	Linda Heffernan	2960	4 (+1)	18	4	2	8	4	3	5
4	John de Boer	Ross Jamieson	7351	7 (+3)	25	7	7	3	8	5	3
5	Jeff Eames	Vera Eames	7220	9 (+4)	27	6	9	6	5	6	4
6	Mike Codd	Pat Johnstone	4600	5 (-1)	28	5	6	7	7	4	6
7	Marc Bennett	Julie Seraphinoff	1864	3 (-4)	30	3	5	5	DNF10	7	DNC10
8	Nick Seraphinoff	Nikos Damiskino	864	7 (-1)	32	8	3	RAF10	2	9	DNC10
9	Leo Van Kampen	Scott Ramsay	9667	8 (-1)	33	9	8	4	6	8	7



How do you get a boat from Florida to the Mediterranean?

Easy—just put it on another boat. The *Yacht Express* is a [semi-submersible float-on/float-off yacht carrier](#), now carrying 18 yachts on its first trans-Atlantic voyage. At 209-meters long, it's the largest yacht transport in the world. (And the only that's purpose built just for yachts.)



News from the Sailing School Boathouse

by Peter Wilkins

As we turn the calendar to October thoughts turn to packing away the sailing school boats, equipment and docks. On Saturday, 11 September the annual Sailing School Work Party day saw a few volunteers out to help get the jump on the main pack-up chores. Thanks to help from Jack Blocker, Eric Richert, Rick and Sue Goldt we were able to pull several of the boats up to the boathouse for de-rig, washing and staging, ready to be stacked into the boathouse for the winter. Boats were left on the docks to allow the "lease" members to continue sailing until Thanksgiving. When the fall work party days come up we will be a little ahead of the game.

There is very little activity for the sailing school at this time of year. The instructors have returned to school routines and all is quiet at the boathouse. Preparations are being made for the servicing of the coach boat motors and we will take inventory of the sails and boat parts before all is stored so that we can arrange repairs and parts for next season.

The late fall is also time to recruit people to help with Club operations and the same applies to the Sailing School. This time around, we will be looking for someone who can help us with fundraising. The school revenues are used to support the programs and expenses but our capital funding is not keeping pace with our need to update boats and equipment. We cannot rely on financial support from the Club like many school programs can, so an alternative is to seek appropriate grants and funding from outside through programs offered by government agencies and private sponsors to raise additional capital money. We are confident that somewhere in our membership there is a person who can take on the challenge and help us look for funding sources. Maybe you have a talent in that field.

See you at the work parties.

Hey From the Head Coach

This season has been an adventure for all. Last time we spoke the season was just beginning and everyone was optimistic about what was to come. The 2010 season prove to be a successful year. With me, Andrew Dittmer, Peter Norris and Matt Quinn we started the season off teaching adult classes Monday-Thursday nights and

Saturday. The classes were full attendance of eager students. All were successful in completing their White Sail III.

These classes ended with a short pause then July was upon us and the kids were arriving with Peter Norris teaching the Bronze Course in July and Nikki Quinn joining us to teach the Bronze Course in August. Alongside were our white sail coaches - Benedict Von Holtzendorff and Nicole Dupuis. Our race coach, Sorin Popa, lead a team of 6 boys all around Ontario for regattas. Our team participated in Sarnia Sailfest, Youth Olympic Development Experience in Toronto and CORK in Kingston. The team did a great job representing Fanshawe Yacht Club & Sailing School.

Along with the instructors, we had a flood of Instructor Trainee's. These are high school students, who have completed their bronze V and would like to volunteer helping teach classes. Michael Andrews, Meaghan Prouse, Paul Karigan, Kieran Waitschies, Jacob Marsh, Benedicte Clesse, Thomas Perquin, Natalie Dunbar and Felipe Estvan. Awesome job. You were great to have around and very helpful.

While the summer courses continued, it was time for the last section of adult classes to begin - myself teaching the white sail course Monday & Wednesday nights and Peter Norris & Matt Quinn teaching the bronze course. All were successful in completing their levels. Sadly our season had to come to an end with our Annual Sailing School Regatta, hosted by the Race Team on Tuesday August 31. The team did a great job preparing and hosting this event. The Annual Sailing School Banquet was the following Thursday. This is when it hits all of us that it's time to go back to reality - school. The students going their ways back to elementary & high school. Our staff returning back to the various universities and personal adventures.

I would like to take time out to thank everyone who made this season a success. Great work instructors for everything you did this year. Through all the blood, sweat, tears and smiles, I think we did a pretty good job. Also to all the members who helped in various areas of the sailing school, thank you. To all the families & students without you, we couldn't have done it either.

On a personal note, being the sailing school's head coach/manager was a great opportunity. I would like to continue within this position, at Fanshawe for many seasons to come. Also I will not be able to attend the FYC General Meetings on Thursday nights. This is because I am at the University of Western Ontario - Kings Campus. Ironically, my business administrative course is on Thursday nights from 6:30-9:30. I will however take any questions or concerns and try to answer them to the best of my ability through e-mail or phone. I will send a little message hopefully to each meeting,

Thank you again, it was an amazing year. *Hope to see everyone on the water _/)*

Emily Durward FYC & FYCSS Head Coach/Manager

PHOTOS--ADULT SAILING CLASSES provided by Emily Durward



PHOTOS-YOUTH WHITE SAIL



PHOTOS-YOUTH BRONZE SAIL

Sailing Without a Rudder



Trapeezing



Spinnaker



PHOTOS -RACING TEAM



Two Commodore Breakfast and Game Mornings!

This season, our Commodore Brian Hurst, Nathalie and Elayna hosted two Commodore Breakfasts.

The first took place on Father's Day with a very satisfying breakfast made by the Hursts (nice to have the Commodore and first lady cook for you!), a best tie contest and poker run. I had not yet published a photo of the tie winner so here it is! Now John has the life preserver over his head and anchor in his hand to enable him to carry the weight of years of sailing but in reality, this all drags behind him as Marley in Scrooge.

The second was a breakfast and games with the game instructions provided by email in advance. The first photo is of Hans Schaffner concentrating on a skill and the second shows prize winners- Beth (Ravi's friend), Hans and Alex (friend of Elayna Hurst)





Hello Fellow Water Enthusiasts

As boaters we have to ask ourselves where the season went. A cool start to the season and unseasonably cooler temperatures this fall, have really cut into our short window of water enjoyment. The only difference between us is we have a task master coach who believes it is a water sport and there is nothing wrong with getting wet!

All in all it has been a great season. We had some disappointments at our London festival the 3rd week of August. The peak performance at Whistler was followed by a slow period of rebuilding. Like any athlete you have to come down after such a high. We did not have our best showing in London, but it was enjoyable despite the dreary day. Our last festival was the 18th of September in Stratford. It was really a beautiful location, the competition was excellent and we posted some impressive times. We once again took two boats, a Rowbust Breast Cancer Survivor boat and a Rowbust Dragon Spirit Women's boat. RBCS came home with an impressive gold medal. Again we borrowed on our Toronto survivor friends to help fill all the seats. RDS was second in C Division and placed third in the Women's trophy race. Times were extremely close with only 3/10ths of a second between the three boats. It sure made it exciting for the cheering crowd. Just like sailing, a well run event in which boats are that close on the finish line adds to the energy of the race. The photo below is from our warm up in Stratford.



The colors on Lake Fanshawe seemed to blossom in less than a week. Our fall paddling schedule gave us an opportunity to welcome some prospective new paddling members. Working on basics it was a time for learning and revisiting the techniques that often get left aside when the emphasis is on speed. The beauty of Lake Fanshawe in the fall makes it all worthwhile. We even got to experience a

beautiful double rainbow on our last Tuesday evening paddle. No rest for the wicked though, our dry land training starts on November 3rd at The Athletic Club.



Sadly our boats come out of the water on Thanksgiving weekend and it will be a time for reflection of the season and a massive clean up to put the boats to bed until the spring of 2011. We very much appreciate the opportunity to use the Yacht Club facility for our water training and look forward to seeing you all next season. There will be some bodies available to assist with the clean up on the 16th. Have a great winter season and hopefully some of you will be fortunate enough to be boating in some warmer climates and azure blue water while others will be shoveling snow! Until next season.....Paddles Up!

Jill Wilson
Rowbust Team Member

CRUISING WITH FYC- A Tale of a sail –the Put in Bay Cruise - June 30to July 4, 2010

We left London at 5am with a brief stop at Tim Hortons and then proceeded to Leamington where we prepared the boat. For this trip we had extra crew on Top Gun: Henry and his son Randy. With the extra hands the launch went smoothly and by 9:30 we were on our way. The winds were forecasted to be 15-20 knots North, North-west. Perfect for the trip to South Bass Island.

We took turns at the helm and made about 5.5 knots of boat speed for most of the trip. The trip was uneventful except for the appearance of the Homeland security. They approached us from behind and began to shout questions about our citizenship and destination. I offered to lower our sails but they instructed us to continue to sail. Once they were satisfied they reminded us to check in to the customs once we reach the island.

We grabbed a mooring at 3pm about half way into the harbour and tidied up the boat before calling a water taxi to pick us up.

It sure beats rowing to shore. The boardwalk water taxis are available to anyone on a mooring and can be called on using Channel 10 on the radio. There is no charge for the service (part of the mooring fees) but there is a big Tip Jar tied to stanchion as you board the boat.

After the longest check in at customs (new trainee) we stretched our legs with a walk along the shops. Thursday was our day to tour the island. After the traditional breakfast at Frosty's we rented a golf cart (seating for 6) and took off to visit the sites. Having been to the island several times I took the wheel and showed Randy and Henry the sites.

The island has quite a few beautiful Victorian style houses with Widows walks on the upper floors as well as beautiful cottages along the exterior shoreline. About half the size of Pelee island it doesn't take long to get from one end to the other. Unlike Pelee Island this island has quite a few attractions. We stopped at Perry's cave and let the kids burn off some energy at the maze. We also visited "The Cargo Net" antique and curio shop and sampled wine at the Winery.

After a lunch at the airport where Elayna ordered the "Garbage Burger" we went to the go-cart track where Randy showed off his racing skills (I would later school him at radio controlled racing).

Unfortunately Perry's monument was closed for repairs. This was precipitated by a 500 lb piece of granite falling off the year before. The museum was open for tours and we sat through a film on the great lakes battle of 1812.

Back to the boat to relax and watch the kids fish while Nath cooked us up shrimp linguini.

The next day the girls went shopping while Randy, Henry and I went for a sail. Light winds and a poor decision on which way to go around the island forced us back into port where we had reserved our mooring by tying an old lifejacket to it.



That night we had lobster Bisque at the boardwalk (another tradition) and another walk through the shops.

We left the island early Saturday morning with perfect winds (South, Southwest 15 knots) and popped the spinnaker for the ride home. Part way back we started to motor sail to make up some time. Henry needed a haircut (really, ask him!) and was worried the shops might be

closed. So while he was out getting a trim, Nath, the kids and I packed up the boat and prepared to leave.

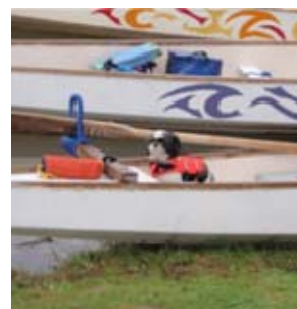
We really enjoyed having Randy and his son along and can't wait until the next Put-in Bay trip.

Long time FYC members, Bert and Jose Renes attended the 50th Anniversary Celebration of the Dutch Canadian Club. Josie is wearing a hat of her mother's. (Submitted by Sharon Biskaborn)



The London Dragon Boat Club has been very active since the last newsletter. Two teams competing in London in August and three in Stratford in September when the Dragon Lovers joined the existing teams Waves of Fury and Wave Riders. Our last event was the 27km River Run along the Grand River on October 2 which was great fun. It was a great opportunity for friends and family members to paddle and the Pirate team really made things interesting! Despite the mostly dry summer, we had rain at all three of these events!

Over the winter, some members will continue to practice pool-side at the Fitness Forum. In addition, there will be weekly Saturday morning walks at nature trails in our area and at Springbank Park. Please email if anyone is interested in participating in the walks with us. Sadly, our season out at the Yacht Club is coming to an end this weekend when we pull our boats out and send them to their winter home. Brenda Pentland



RIVER RUN PHOTO BY MEREDITH CARTRIGHT



STRATFORD 2010- PHOTO BY HEATHER PEEL

50 YEARS AT FYC

Rick Goldt discovered that he was the longest standing member of FYC a few years ago and so began the 5 instalments of his 5 decades at the club. Following is part 2-

The 2nd 10: the Seventies

Sailing, at the start of the 70's was heading into its' prime in Canada. All the developing classes were humming with great participation. Most of the dinghy classes in Canada were of British or French design. One new boat design also coming on to the market was the Laser. Many trailerable cruisers designed in Canada were beginning to come on to the market (before free trade with USA). Many of the cruisers now at Fanshawe are of that era. The new rage in our Fireball class were chute launchers and we were behind already in the first year, but fads like that come and go, so a year later we were back in fashion. Now in those years many sailors were fanatical. Building wood boats was still fun and the Fireball was a good handyman's special based on aircraft frame construction with stitch and glue originally behind the design like many others at the time (Mirror). Young racing upstarts Dave Wallace and Dana Seymour cut their teeth in sailing in an Albacore at FYC for their first 2 years then moved on and built their first boat in Dana's bedroom at the back of his house. If that wasn't enough they did it again a few years later. They eventually each worked for sailmakers and did very well at the Fireball Worlds in the mid seventies,

So interrupted by a year of working in Germany in '72-'73 and still figuring out what to do after an unimpressive high school career I came back and stepped into the Olympic 470 class, a reinvestment after the Fireball. As Canada was hosting the Olympics in '76 there was a lot of good competition in Olympic classes for the few years leading up to selection events.

The 70's were good at Fanshawe. The June Bug and Pumpkin regattas grew every year and out of necessity, but maybe because of lack of club space one year it was decided to limit the number of boats to 175 at the Pumpkin. Luckily we hit the number just about on and no one was turned away. Could you imagine that today, although 20 deep rounding a racing mark was a bit much. Can you count the Lasers?



JUNE BUG 1977

Otto Biskaborn recognized one year that there was only one way we'd get most of those boats down the ramps and ready for the start and he buckled up in his vehicle with a mega coffee and launched all the visiting trailered boats. Practice made perfect as I found out at a Wayfarer Regatta many years later. It just wasn't going to work with everyone for themselves, so I was lent a vehicle and turned to mass production launching. Front hitches worked wonderfully for the task.

Some classes took off such as the Laser with about 50 boats at the club by 1977, with half of them regular racers. Families were very involved, with the McEwens, Raes, Dietrichs, Carrolls having stables of boats. Many people took up the sailing bug with the Lasers and Hobies initially catching much of the influx of new sailors of all ages coming to the club. Derek and Marj Innes were instrumental in furthering multi-hulls- first the Hobies (H14) and then the import Dart 18 from England which Derek and another fellow imported and sold throughout Ontario. The Dart 18 became the biggest active cat class in Ontario. If we had a large membership in the late 70's and 80's Derek was the catalyst and champion of sailing in London. Even if you were wed to another class boat Derek would not stop at anything to get you in a Dart once. Then the sales pitch, even when desperate Derek would try to match you up with different hulls and equipment rescued from who knows where boats near death.



ON THE ROAD-AT SUE'S PARENT'S IN BARRIE

Laser convoys off to regattas were a "happening". My wife's poor parents putting up with 10 Laser sailors visiting in Barrie for a regatta. What kind of prospective son-in-law was this with an entourage? Laser regattas abounded almost every weekend in the summer, having counted our group attending up to 12 regattas a year in the mid seventies. Laser loading Laser Frisbee, special races for married off "Grooms", and who can forget "SWOOSH" and "LORF" regattas with 50 or more lasers regularly held at the club?

One can't forget the Y Class that spurred much of the early growth in the club and by the late 60's had about 30 involved at the club. Entering the 70's they were still fairly active locally. Travel exchanges with American Y fleets from the Deep South were common. As possibly with many classes, the influx or proliferation of new designs and the growing popularity of more maintenance free fibreglass construction led to some classes that were commonly and economically home built but took care, to gradually decline.



LASER LOADING

After a good few years and a trip to the Worlds myself in the Laser, a lot of the Laser sailors were moving on. Even back then before there was organized Masters sailing we had quite a few masters in our fleet of Lasers. At the other end there were all the students, many graduating from high school, college or university now getting jobs and seeking wealth. Well, that's not possible when you sail so for my next venture I teamed up with Larry Bauwens in a 505 for more excitement at the end of the 70's, wow the "cat's meow" was planing upwind in a 505, by r.goldt

Transport Canada www.tc.gc.ca For release - September 9, 2010

Although this release is aimed at hunters/anglers, it should be considered by all water enthusiasts -

Boating Safety for Hunters and Anglers (Quebec region)

MONTRÉAL — Transport Canada is reminding hunters and anglers to take extra care while out on our backcountry lakes and rivers this fall. More than 40 per cent of boating deaths in the province involve hunters/anglers. Small boats are prone to swamping and capsizing on remote cold lakes, so boaters should always wear a life-jacket. Transport Canada is working with its partners, such as the police, conservation officers and federal fisheries officers, to ensure hunters and anglers are prepared for safe boating.

The majority of anglers who die while boating are not wearing a life-jacket. When a person falls overboard, a life-jacket stored under the seat won't save the person's life. Before heading out on the water, make sure life-jackets fit and are in good working order. Life-jackets come in a variety of styles, and many are designed specifically for hunting and fishing.

While in cold water, remember the **1 - 10 - 1 principle**.

Boaters have:

- **1 minute** to get their breathing under control;
- **10 minutes** to use their arms and legs to stay afloat; and
- **1 hour** before they become unconscious due to hypothermia.

Boaters should follow these **safety tips**:

- Wear your life-jacket.
- Make sure there are enough properly sized life-jackets or personal flotation devices for each person on board.
- Ensure that all safety equipment on board is in good working condition.
- Never overload a boat.
- Distribute the weight of passengers, gear and game evenly.

- Keep a low centre of gravity.

Boaters are reminded to carry proof of competency such as a Pleasure Craft Operator Card if they are operating a motorized boat.

For information on boating safety, please call the Boating Safety Infoline at 418-648-5331 or visit the Office of Boating Safety website (www.boatingsafety.gc.ca).

Classifieds

Boats for Sale

Happy Sailor #101- \$800.00

An 18' family sailboat (sloop rigged with cabin) made by WEGU in Whitby, Ontario Designed for offshore sailing in the North Sea, has roomy cockpit and cabin. The boat is moored at Fanshawe Yacht Club on Lake Fanshawe, London. ON. Everything included (sails, rigging, motor bracket, paddle, trailer, etc.).

Contact: Lane Heller 519 472 6886 or e-mail lheller@uwo.ca.

Laser - \$1900.00 new price

Complete with trailer. Approx 17 years old

Contact Bert and Jose Renes 519-432-2968

Hobie 14 with Trailer - \$1950 obo

It has been extremely well cared for. The hulls are solid and never had a soft spot. The main sail is in great shape. It has never seen salt water. It has never been painted and doesn't need to be. Everything is straight, solid and dry. It was stored indoors for the winter. The trailer has new tires and new submersible lights. Complete manuals and instructions available online.

Contact: Doug @ 519-452-1207 for details.

Siren 17, trailer -\$1500 obo

All equipment, including electric motor and battery. Stored inside for pass two years. Needs a little TLC to clean her up but still a good little boat.

Contact Wayne Henderson call in the evenings 519-936-5961 email whenderson@auburndev.com

Canoe - \$100

Performance Fiberglas beside the Delaware racetrack has a new 16-foot canoe for sale. This is the basic hull only--no seats, flotation tanks or gunnels finishing. It is the first one they did and the red gel coat is not perfect. Tony the owner is asking \$100.00. Sounds like a bargain for someone who has the ability to finish it off.

Contact mike morris sailormike14@hotmail.com



**HEY—CHRISTMAS IS COMING—DECK YOUR BOAT WITH
MATCHING CREW-WARE—ADVERTISE FYC ABROAD!**

21 Foot Sailboat –American 21, , \$3,700

8' beam, drop keel (12" to 4' draft) , 8HP outboard, good sails w spinnaker, sails really well , large V berth w 2 quarter births, portapotty, VHF, swim ladder, solid trailer w new tires

Contact Les Pomeroy - lpomeroy@quadro.net, 519-225-254

Boat stuff for sale:

A friend in Guelph has sold his boat but striped a lot of gear from it before it went. This surplus stuff is for sale at reasonable prices.

Contact: John Layman at john_layman@hotmail.com. He just may have something you REALLY need.

1987 Hobie Cat 17' with wings asking only \$3600

Length;17'Beam: 8' Mast length:27'7" Sail area: 168 sq ft
Weight: 340 lb Hull: fibreglass,/ foam sandwich, Never used this summer, includes—trailer, storage box, wings, harness, daggerboards, main sail, no jib. Very good condition.

Contact; Cristina K 226-234-2810



How will HST apply to the purchase of used motor vehicles and boats (private sales)? How and when will the tax be payable?

I was researching for info re the HST on the Gov't site and thought our membership might be interested in this -

Currently, used vehicles and boat sales by individuals/businesses not registered for GST are only subject to 8% PST in Ontario. The Ontario Ministry of Revenue has announced that beginning July 1st, private sales of used vehicles and boats will be subject to a PST at a rate of 13%. We believe the intent is to ensure a level playing field between sales by GST/HST registrants (i.e., dealerships) and private sales. Used cars and boats sold by registered dealers have always been subject to both GST and PST and will continue to be subject to 13% HST.

Read more:

http://www.redflagdeals.com/deals/main.php/articles/hst_questions_answers#2#ixzzOznyvmx6m

Submitted by Ralph Smith

FYC SHOP 2010 Spring/Summer

Positive Identity Sportswear LORI CHESMAN 659-4633

Ladies' Golf Shirt Moisture Wicking textured polo.
S - 2XL: \$36.00 Colour: Red, White and Navy

Men's Golf Shirt Moisture Wicking textured polo. *LEFT CHEST EMBROIDERED DESIGNS*
S - 2XL: \$36.00 Colour: Red, White and Navy

Short Sleeve T-shirt 100% cotton preshrunk jersey, double stitched sleeve and waist hems.
S - X: \$13.00 XXL: \$15.00 Colours: Red, Sport Grey or Navy

Short Sleeve Henley Shirt 100% carded open-end cotton 3 wood tone buttons
S - XL: \$29.00 XXL: \$32.00 Colours: Navy or Sports Grey

Crew Neck Sweatshirt 17oz 09/10 cotton/polyester
S - XL: \$30.00 XXL: \$32.00
Colours: Light Steel, Deep Red, And Navy

Short Sleeve T-Shirt-Youth 100% cotton preshrunk jersey Double stitched sleeve and waist hems.
S - L: \$12.00 Colours: Red, Sport Grey or Navy

Men' & Ladies' Coal Harbour Polar Fleece Vest 100% anti pill polyester fleece.
S - 4XL: \$30.00 Colours: Navy or Red

Brushed Cotton Cap Tri-coloured cap, structured low profile, pre-curved peak, fabric strap with buckle.
ONE SIZE: \$13.00 Colour: Navy with Red/White

Brushed Cotton Hat Tri-coloured cap, structured low profile, pre-curved peak, fabric covered short touch strap.
ONE SIZE: \$13.00 Colour: Navy with Red Peak

Sport Bag U-shaped zipper, gusseted end pockets with vent holes, zipped down side pocket
25.5"W x 11.5"H x 10"D: \$39.00
Colour: Red/Black/White and Navy/Black/White

FORMS ARE IN THE CHALET OR UNDER DOWNLOADS AT www.fyc.on.ca

EVENTS CALENDAR

For more information view our website – www.fyc.on.ca

FYC Executive Meetings–First Monday of each month- submit any agenda requests to the Club Secretary, Jack Blocker prior to this date.

FYC General Meetings for all members–Third Thursday of each month of the non-sailing season- all members welcome

Club Events, Regattas Work Parties, Meetings

Oct 16 Fall Work Party #2

Oct 17 Fanshawe Conservation Area closes for the winter

Oct 23 Fall Work Party #3

Nov 18th. Annual General Budget Meeting

At 7 p.m., at HMCS Prevost, 19 Becher St.

Nov 13 Annual FYC Banquet Forest City National Golf Club
(by popular request!!)

Dates of the AGM and winter FYC General Meetings will be posted later this fall

Dates for the winter FYC members' dinner out will be in the next issue

Informal Racing- Wednesday Afternoons and Evenings

Anyone is welcome to attend these informal races.

Dates: May 12 to Oct 13

Times: 3 PM and 6:30 PM as the days have shortened

For Those Who May Wish to Try Cruising with FYC—Here are Some Notes of Interest

Holding Tank Pumping

Black Water Tanks

It is important to note that portable heads or Porta-Potties are NOT permitted in Ontario waters unless they are permanently fastened in place and fitted with a deck-mounted pump-out discharge fitting. It is NOT permitted to remove toilet waste from a boat other than through a deck fitting by means of a shore-based pumping system. Sea outlets for a head and/or holding tank must have no physical connection to an overboard discharge valve. Y-valves must be either removed or sealed in a position that allows raw sewage to enter the black-water holding tank only. The introduction of bacteria into the water column is a great danger. These very small organisms can cause diarrhea, hepatitis, salmonella poisoning or other illnesses, even death, if ingested by anyone swimming or using polluted water as their drinking source. Marinas normally perform this least desirable of tasks, but if you are responsible for doing your own pumping at your yacht club, some very specific rules must be followed.

Before Starting To Pump Tanks:

*Securely moor boat to dock. *Wear waterproof gloves. *Ensure pump-out tank is

not full. *Open deck fitting slowly to allow any pressure to release. *Fasten deck fitting and ensure all suction hose connections are secure. *Have sponge and water bucket at hand to clean up small spills. *Pour rinse water through head.

After Pumping Is Completed:

*Do not dangle hose in water body, but rinse from water bucket *Place fittings in water bucket (With mild disinfectant solution) *Install deck fitting

Cleaning Holding Tanks:

*Use only water hose labeled for this purpose, NOT DRINKING WATER HOSE!

*Use as little water as possible

*Thoroughly wash hands when finished

****NOTE

Only use holding tank products that are the least harmful to the environment. Environment Canada and Health Canada have determined that exposure to formaldehyde may increase the risk of cancer in humans. Disinfectants containing formaldehyde have also been demonstrated to affect the efficiency of septic systems and sewage treatment plants. There are several holding tank products available that have been EcoLogo certified.

Grey Water Tanks

While boats equipped with grey water tanks are still not common, these tanks should be pumped after the black water tanks to flush the pumping system. If your boat does not have a grey water tank, inquire at your marina /Y/C on the feasibility of adding one and be sure it is on the option list for any new boat purchase.

Personal Hygiene Aboard

While not always possible, shore facilities should be used whenever they are available. Shore based showers and washrooms are connected to municipal sewer systems or approved septic systems designed to dispose of the waste. While the effects of grey water are still under debate, and water quality testing is taking place in many of our waters, we should be striving to reduce the amounts we introduce into the water. Limit the amount of water used in sinks and showers. Many EcoLogo products have been approved for household and boat cleaning, and recently a number of personal hygiene products have been developed as well. Shampoos, hand soaps and body washes are now all available, so be sure to seek them out..

Food And Beverages Packaging

Whether planning for a day on the water or an extended cruise, a little preparation when packing can reduce the need for limited garbage storage capacity on most boats. Everything from snacks to gourmet meal ingredients can be removed from store packaging and taken aboard in sealed reusable containers. These containers are available in many sizes, are more compact and easier to store. Even fresh vegetables may be cleaned and prepared at home to avoid garbage aboard. The packaging can go into your blue box at home and you will not have to carry the smelly stuff around looking for a disposal site. If you do have vegetable scraps and cigarette butts, keep them on board. Fish and birds do not enjoy a smoke, return to shore. Better yet, bring back more than you take out. Stow all loose items, plastic bags and cups, pop can rings, etc. so they can't blow overboard. Marinas or yacht clubs and most municipalities now have both garbage and recyclable containers available for proper disposal ashore.

Beverages in cans cool faster than bottles and when crushed, take little storage space. The next best solution would be large plastic bottles, again easily crushed for storage and recycling ashore. Many environmentalists discourage these choices in favor of reusable glass bottles but both are now recyclable, and the possibility of glass breakage aboard creates a safety hazard.

Invading Species

By now, most boaters are aware of the growing Zebra Mussel infestation, but there are others. The Spiny Water Flea has fouled many of Canada's lakes and rivers. Unfortunately, we are often unaware of these pests until they are well established. The greatest danger presented by boaters is transferring these pests and invading aquatic plants from one body of water to another, on or in trailerable boats. Before moving between lakes, all bilges, bait and live well tanks should be pumped and flushed and boats and trailers should be rinsed down. These pests did not arrive here in, or because of pleasure boats, but we can have an impact on their spreading to other bodies of water. Never dump live bait into an environment where they did not originate.

ALONG THE SAME LINE.....

Manure... An interesting fact

In the 16th and 17th centuries, everything had to be transported by ship and it was also before commercial fertilizer's invention, so large shipments of manure were common.

It was shipped dry, because in dry form it weighed a lot less than when wet, but once water (at sea) hit it, it not only became heavier, but the process of fermentation began again, of which a by-product is methane gas.

As the stuff was stored below decks in bundles, you can see what could (and did) happen
Methane began to build up below decks and the first time someone came below at night with a lantern,
BOOOOM!



VERY INTERESTING Lake Superior Facts! (Submitted by Ralph Smith)



1. Lake Superior contains ten percent of all the fresh water on the planet earth.
2. It covers 82,000 square kilometres or 31,700 square miles.
3. The average depth is 147 meters or 483 feet.
4. There have been about 350 shipwrecks recorded in Lake Superior.
5. Lake Superior is, by surface area, the largest lake in the world.
6. A Jesuit priest in 1668 named it Lac Tracy, but that name was never officially adopted.
7. It contains as much water as all the other Great Lakes combined, plus three extra Lake Eries .
8. There is a small outflow from the lake at St. Mary's River (Sault Ste Marie) into Lake Huron but it takes almost two centuries for the water to be completely replaced.
9. There is enough water in Lake Superior to cover all of North and South America with water a foot deep.
10. Lake Superior was formed during the last glacial retreat, making it one of the earth's youngest major features at only about 10,000 years old.
11. The deepest point in the lake is 405 meters or 1,333 feet.
12. There are 78 different species of fish that call the big lake home.
13. The maximum wave ever recorded on Lake Superior was 9.45 meters or 31 feet high.
14. If you stretched the shoreline of Lake Superior out to a straight line, it would be long enough to reach from Duluth to the Bahamas.
15. Over 300 streams and rivers empty into Lake Superior with the largest source being the Nipigon River.
16. The average underwater visibility of Lake Superior is about 8 meters or 27 feet, making it the cleanest and clearest of the Great Lakes . Underwater visibility in some spots reaches 30 meters.
17. In the summer, the sun sets more than 35 minutes later on the western shore of Lake Superior than at its south-eastern edge.
18. Some of the world's oldest rocks, formed about 2.7 billion years ago, can be found on the Ontario shore of Lake Superior.
19. It very rarely freezes over completely, and then usually just for a few hours. Complete freezing occurred in 1962, 1979, 2003 and 2009