



FYC CATAMARANS MAY 2010

K. BISKABORN

Last "Winter Wednesday Dinner Out" Before the Sailing Season –All Sailors and Paddlers Welcome Winter

Wednesday Dinner Out

Location: Johnny's Restaurant

Start Time: 6:00 PM **please arrive ahead of time to be sure to be seated together!!**

Details: North East corner of Fanshawe Park Road and Highbury Ave

One last time before the sailing season to enjoy a no cooking evening out in good company. There are a couple of **door prizes** this time so you won't want to miss the opportunity to win one!

Paid Job Opportunity – FYC Club Steward for the 2011 Season

Required: Valid driver's license and daily use of own vehicle.

The FYC Executive has a part-time paid position available with the following schedule and duties:

Schedule: - 8 hours per week during specified **spring** weeks
- 20 hours per week for the **summer** months
- 6 hours per week for specified **fall** months.

Club Steward Daily Duties:

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

Club Steward Periodic Duties:

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

To apply, send resume to:

Commodore- Paul Chesman albatross2@sympatico.ca

FYC Secretary- Jack Blocker jblocker@uwo.ca

TO CONTRIBUTE TO THE DOCKSIDE SCUTTLEBUTT CONTACT SUZANNE GOLDT
rgoldt0228@rogers.com or 480 Sherene Terrace, London On N6H3J3

tales, humour, book reviews, technical aspects, racing rigging, cruising thoughts, photos



WORK WAITING APRIL 2011

S GOLDT

Spring work parties April 16 and 30, 2011

Park Entry: On April 16, The Fanshawe Conservation area will still be closed to the public so please enter the park through the north gate east of Clark Road on Fanshawe Road. The small club key should work on this lock. The park will be open on April 22 so you may enter across the dam on the Easter weekend and the following work parties April 30 and May 7 (moorings mainly if needed) Head for the chalet to find out what project you can work on and **to sign in for volunteer hours.**

Tools: Bring work gloves, boots, raingear, clothes to paint in. Tools will be needed for carpentry work, lawn work—including chain saw, power tools (saws-all, skill saw, drills) with cords, hand tools, rakes (leaf and straight), shovels, crow bar and so on

Lunch: will be served to all the workers.

Hans Schaffner, Fleet Captain

In preparation for our spring work parties, Hans checked the grounds. Remarks follow

- There is not too much debris on the main dock
- Replacement of some decking is needed on south docks
- ED NOTE: One dock was thought to need replacement by R Goldt
- Sailing school docks need to be assessed and repaired
- Light damage occurred on the lower part of the stairs-railing
- The sceptic repair work is done-area to be seeded
- Trees down to be cut up
- The road has been graded by the sailing school and a pile of gravel is on the upper parking lot for use

NOTE: There will be some sheets at the work parties asking for volunteers to sign up for the following;

1. Phone fan out committee-The phone committee is less used in these days of emails but is important for those without computers or for urgent messaging

2. FYC Open House- there will be need for members willing to provide rides in their boats, assisting on the dock (ensuring people have life jackets and do have a ride), at the gate as greeters and loaning adult and child lifejackets for the day

3. Race Committee Canvassing members for assistance with regattas.

It's important that members NOT bring their boats to the club on the work party weekends as the ramps will be used for launching docks, club boats and so on.



NEEDS REPAINTED LETTERS



DOCKS TO REPAIR

FYC Volunteer Time requirements – notice from the Executive



The FYC executive will be closely tracking the volunteer time spent at FYC this year. At each event you will find a sign in/sign out sheet. Please ensure your name is added whenever you help out so that you will receive credit for your contribution. A record of the volunteer time will be kept in the Chalet for your review. Let us know if there is alternative work you prefer to contribute. (Submitted by the FYC Executive)

Discussion of several aspects of our need for volunteer time occurred at the past two general meetings:

- Discussion of the opt out payment of \$100 was raised. Several members have chosen this option this year. Last year, the system was introduced and it needs to be refined if it is to be successful.
- We need to be sure all members do sign in at work parties and do notify a member of the Executive when they complete a task for the club so they may be assessed their required volunteer hours. This is particularly important with the new opt out policy to ensure all members make a choice.
- Some means to recognize the work completed by all the great volunteers of the club was suggested—a wall in the chalet, a spot on our webpage. Are there other suggestions out there?



**Open House for Fanshawe Yacht Club and Sailing School,
Rowbust Dragon Boat Club and London Dragon Boat Club
May 28/29 2011**

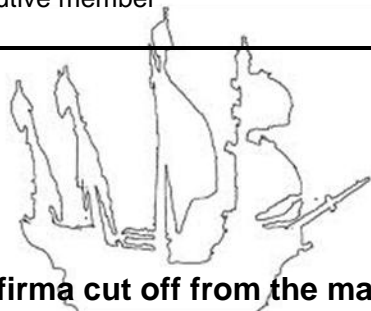
Club volunteers are greatly appreciated to make this a successful day.

The annual Open House provides a forum to introduce the public to sailing and paddling. Visitors receive information about the club; have the opportunity to become FYC members or register for the sailing school and to learn about the London and Rowbust Dragonboat Clubs. If you are able to volunteer some time on one or both days, it would be greatly appreciated.

Volunteers are needed for greeting and directing visitors at the main club gate, assisting in the kitchen, assisting visitors on the dock with rides and lifejackets and most importantly, offering to rig your boat to take visitors for a sail.

If you have adult and children's lifejackets to loan for this occasion, please let us know

CONTACT: Rosemary Dickinson, Committee Chair sdickins@uwo.ca
Or an FYC Executive member



**A ship is a bit of terra firma cut off from the main; it is a
state in itself; and the captain is its king**

Herman Melville fro White-jacket 1850



The Commodore's Sail past and reception - Sun May 22, 2011

The official beginning of the 2011 sailing season-

WELCOME ALL FYC SAILORS, PADDLERS AND THEIR FAMILIES

Sail past and row past (for the paddlers)-

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

2:15 PM skipper's meeting at the chalet

3:00 PM sail past start

All FYC members and their families are welcome to participate in this formal introduction to our 2011 sailing season.

Each fleet should align themselves by sail number-lowest to highest. The fleets then pass in single file, evenly spaced (if possible!) past the Commodore's anchored yacht and stand to salute their Commodore. If your boat is not yet at the club, perhaps you can sail with another member.

Commodore's Reception:

4:30 PM

The doors of the chalet will be opened for the reception line (meet the 2011 FYC Executive) and wine and cheese social.



Some history about the origins of the Sail Past by s goldt

The sail past began as a continuation of the "review of the fleet" in the Navy. The review was a ceremony involving inspection of a fleet of ships, determining their state of readiness and capability to put to sea and showing respect to the Commander in charge

Protocol demanded that a flagship be anchored with the Admiral and staff on the quarterdeck to receive and return the salute. Vessels sailed past, dipping their colours in salute, and with their captain, if hatted (which he should be), also saluting with the ship's company standing at attention. The fleet passing in review would be led by the Vice-Admiral and the final vessel in the line would carry the Rear-Admiral.

One of the earliest references to Sail Past is in the famous Greek poem, The Iliad. "After two years of preparation, the Greek fleet, of more than 1,000 ships and an army of 100,000 men, assembled at the port of Aulis, in north eastern Greece, for a Sail Past of Troy." It is believed that from this ceremony came the famous saying: Helen of Troy had the face that launched 1,000 ships.

The practice of Sail Past is performed by thousands of yacht clubs around the world as the official start of sailing (and paddling) season. The salute is received and returned by the Commodore as the boats pass his anchored yacht in an orderly fashion. Decorating the yacht club for the following reception is a usual practice as is the raising and lowering of the nations flag.

In the past at FYC, the sail past was an event where the crew and boat could dress for the occasion and an award was presented for the best dressed boat/crew. Generally, flown from the shrouds of the boat were the FYC burgee, Canada flag and burgees won at regattas. The crew often wore FYC clothing or casual but spiffy sailing clothing. We continue the custom of introducing our new executive in a reception line at the reception following the sail past.

Managing FYC Deposits and Expenses



FYC Expense Claim Form:

The club expense forms are to be sent to **Vera Eames** by email or by Canada Post

Fanshawe Yacht Club
PO Box 32041
RPO Northland
London Ontario Canada
N5V 5K4
ATTN: Treasurer

NOTE: Expense claims forms may be downloaded from our Club website-
www.fyc.on.ca Look under **Members** then **Download**

*** Important Expense Claim Information ***

As of March 3rd 2011:

Once incurred, all expense claims should be submitted **as soon as possible** via one of the aforementioned methods. All Club income should be **deposited in full**, without deductions for any expenses, in the Club's bank account. This allows all expenses to be paid by cheque from the account. This is intended to satisfy any possible concerns from our auditors in advance. Thank you for your cooperation.

Vera Eames, FYC Treasurer



2011 June Bug Regatta June 4 and 5

Please direct any questions or interest in volunteering to:

Regatta Organizer: [John Kabel](#)

ELIGIBILITY: This is an invitational regatta **open to ALL SAILORS** (including those who are not members of FYC).

STARTS: Will be either land- or water-based starts; yet to be determined.

FIRST RACE: Is scheduled to take place on Saturday at 11:00 AM.

LAST RACE: No start sequences will be started AFTER 1:30 PM on Sunday.

REGATTA ENTRY FEES:

Single-Handed: \$20.00 | **Double-Handed:** \$30.00

Junior Single: \$15.00 | **Junior Double:** \$25.00

Learn to Race: \$0.00

NOTE: Slightly revised sailing instructions will be posted on line, no later than 1 week prior to the regatta



RIGGING AT THE SAILING SCHOOL CLASS OF 2010 FROM K Biskaborn

News from the Sailing School Boathouse

The calendar has turned to April and the regimen has started for the new year at the Sailing School. Registrations have started arriving at the mail box and we are organizing the staff changes - the usual, annual stuff. The 2011 program will continue as in past years with adult classes in the evenings and on Saturdays through June and the junior program as day classes in July and August. Follow-up sessions starting in mid-July will offer adults another opportunity to start White Sail and a chance to continue with Bronze Sail. Details on all of the programs are available on the Club web site - pass the word to your neighbours and friends! We also offer smaller sessions through the season to allow 'leasing' members and our adult students to check out on the Club's Paceship dinghy. These sessions are also available to all members and family that may be interested in trying out the Paceship. Arrangements for these sessions can be made by contacting a committee member or our school manager, Emily Durward, during the summer.

This year, we have a new wrinkle to include with the routine. At the previous General Meeting we reported that the Sailing School has been honoured with a gift from the will of the previous Director, Josie Scarlett. Josie willed the school a generous amount of money and the committee is working with the Club Executive to develop a plan to use the bequest for appropriate projects. At the meeting, we reported that we were considering two projects - one to replace the school dock system with updated units and one to replace some of our aging training boats. The details continue on both fronts.



Further news comes from the past Executive meeting where the group forwarded a resolution to re-instate a full Sailing School committee. The "nominating committee" is recruiting additional people to join us and fill out some long-standing vacancies. More news on the success of that recruiting later, when we have confirmed names to fill the blanks.

That is it for the news right now - lots happening. Work parties start next weekend and that is when the stuff hits the water. Hope to see you there! by Peter Wilkins

ED NOTE. From our executive, the following FYC members are part of the 2011 Sailing School Committee

Sailing School Director:	Peter Wilkins
Assistant:	Bobby Hampton
FYC Treasurer:	Vera Eames
Executive Liaison:	Brian Hurst
Sailing School Manager :	Emily Durward

There will be three Committee meetings during this SS season.

The Sailing School Instructors will be introduced in the next newsletter once the hiring has been completed and the courses offered are in the events Section of this issue.



FYC April 2011 -our year round resident by S Goldt

Around the Club- Important reminders for 2011

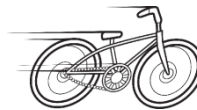
- 1. Slow down sailors!!!** It should be noted the UTRCA has the ability and right to ticket cars running over 20KM on the camp roads and dam deck. The fines are similar to penalties handed out by city police.
- 2. Boat and trailer, trailer only or dock storage** Empty trailers and unused docks **cannot** 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 at the campground office. Be sure it is on the trailer/boat in case the UTRCA needs to contact you.

2011 fees for boat and/or trailer storage

Winter storage \$150.00

Summer storage of trailer or/and trailer \$30.00 (unchanged)

- 3. Two Free Biking Passes!!** To bike the trails around the lake you need a valid bike pass from UTRCA. Show your car pass and FYC membership card to the campground registration office and they will enter your name and provide 2 free passes per car sticker for FYC members. Biking rules are posted on the UTRCA website with route maps and difficulty levels. Maps of the trail are available at the registration gatehouse into the camping area. Rules for biking are on the UTRCA website - www.thamesriver.on.ca



4. Overhead Wires- FYC members have tried to move their boats on trailers in the past with masts up---bad idea! There are overhead wires across the north parking lot on our club grounds and on the road en route to the UTRCA boat/trailer storage area.

5. Camping on FYC grounds Club members are permitted to stay overnight on their boats if they register at the campground and pay the camping fee per night. Tent camping is confined to the park and not permitted on club grounds. This is for security purposes and in accordance with our lease. Daily camp fee \$33.

6. FYC Business Cards: Paul Chesman has business cards for FYC that members can carry in their wallets and hand out to interested people that they meet. Please take some and help promote the club!

7. The UTRCA will be introducing a **new system at the main park gate** using a swipe card at the pass gate. **.ED NOTE:** This year--- only UTRCA staff will have a swipe card but this system may extend to frequent park users in the future (e.g. seasonal campers, Club members)

8. FYC 2011 Yearbook and Roster The Yearbook has been published in two parts since the 2009 season. The first part contains the necessary rules and information for members. It will be updated as needs be with inserts but will not be printed annually. The roster portion will be printed each year and distributed early in the season, usually at the Commodore's Reception. New members will receive both sections when they have joined.

9. Club Keys and Locks As in 2010, you will still have TWO keys for the club. The small key will unlock all locks inside the FYC grounds as before (kitchen, tenders, bookshelves in the member's room, race hut etc.) The larger key is available for the main gate and small pedestrian gate. These are not reproducible. If you require more than one gate key, you may request additional keys for a deposit of \$20 each.

Contact: Paul Chesman, Commodore for copies needed.

10 Use of boat and car permits As part of our leasing arrangement, all FYC members are required to have UTRCA permits for cars and boats (excluding canoes and dories). In the past, some members have not had the permit affixed to the car/boat and this has created difficulties.

The FYC procedure to be used if a member is not applying the car or boat sticker will be

- Notify a member of the executive or the Parking Marshall, Brian Perry
- The FYC officer notified will speak to the member
- A limited period of time will be given to comply with the request to attach the proper permit. The permits are easily acquired at the main gate, administration office or campground gate.
- Should the member be non-compliant, the UTRCA Security Staff will be notified and the member is likely subject to a fine (see the letter from UTRCA). That means a fine AND purchase of a pass---double the cost!!

The following letter outlines the UTRCA policy for permits:

March 4, 2011

Re: Park Vehicle and Boat Permits

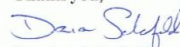
Please note that the Fanshawe Yacht Club has a lease agreement with Fanshawe Conservation Area stating that the club and its members will abide by the policies and regulations of the Conservation Area. With this in mind, for any patron to be able to access the land or water within the boundaries of Fanshawe Conservation Area, they require a valid permit. For patrons using the campground this permit is a valid campground vehicle / campsite permit. For patrons using the day use area this permit is a valid day use vehicle permit. Day use permits can be either a seasonal vehicle sticker or perhaps may be a paper receipt for a "daily" vehicle entry. Coinciding with these vehicle permits is the need for all "vessels" coming onto the property, to have a valid boat permit affixed to the port side.

If a vehicle / vessel was present on the property, but did not have a valid permit, then under the Conservation Authorities Act they could be charged with "unlawfully enter day use permit area." This "provincial offence" is a set fine of \$50.00 with an additional \$10.00 for the victim fine surcharge and also add \$5.00 for court fees. Thus a total fine of \$65.00.

The course of action, by Conservation Area Staff, for violators can take a couple different routes. Staff could use this as an "education moment" and verbally or in writing warn the person that another violation would result in a fine. Staff could outright explain the regulation and then also fine the person. In some circumstances based upon Conservation Area Staff discretion, violators can expect to get the fine (no warning) and may even get a "notice of prohibited entry," banning them from the property. Also failure to abide by the Club agreement could lead to the agreement being suspended thus affecting all members.

Any questions regarding this subject should be directed to the Conservation Area Registration Office, where members of the supervisory staff will them.

Thank you,


Damian Schofield
Assistant Superintendent
Fanshawe Conservation Area

11. Lawn cutting--need for a jack wheel on your trailer in the trailer sailor spots

Please be sure that once you move your dock or boat this spring that all blocks used under the equipment or behind wheels are removed. The UTRCA staff cut the lawns for us and this debris may damage their mowers. Also, according to our club rules, each trailer requires a device such as a jack wheel to raise the tongue off the ground. This is necessary to allow the trailer to be moved easily for lawn cutting or any emergency situation and also will allow the boat to drain after heavy rain falls

12. Use of the Chalet for Group Events - There is a calendar in the chalet listing club events and for use when booking the chalet for larger events.

To book the chalet:

- Please read through the conditions for use of the chalet posted by the calendar
- Enter the event on the calendar on an open date. If you cancel, be sure the event is removed from the calendar
- Contact Paul Chesman, Roy Elworthy or Sue Goldt, to ensure that the executive is aware of the use and to help prevent conflicts in time.



The London Dragon Boat Club celebrated their 5th Anniversary Saturday April 9 with a dinner and dance at the Forest City National Golf Club. It was a beautiful spring day and we were able to look out and see the main dock through the clubhouse windows. It was a successful and fun evening! Before dinner, we were entertained by the CCNC Chinese dancers and after dinner everyone had fun on the dance floor. We were able to raise a significant amount for our club to go towards purchase of a new boat through ticket sales, raffles and silent auction. A portion of the proceeds will be directed to Wellspring. Thank you to all of our sponsors and donors of silent auction items!



We are all looking forward to getting out on the lake paddling again. In preparation, both teams are currently paddling poolside with their coaches so they will be ready to go once nature cooperates. The teams have chosen festivals they will be attending and with some new venues to race at, it should prove to be an exciting summer. Heather Peel



Hello Fanshawe Yacht Club Members

Not sure how you all feel but I think we are ready for the snow to stop! I started writing this letter last Sunday as the sun shone brightly, there was a hint of spring in the air and the only visible signs of winter were the White Mountains remaining in the parking lots around the city. Mother nature is really keeping us on that "Subject to change" list but it actually feels like we are approaching our favourite time of the year..... boating on Lake Fanshawe! While most people would be contemplating outdoor garden projects, Rowbust members have their attention focused on the

upcoming season. Nothing like a little waxing, polishing and bottom paint to get you in the mood for boating. Not that we have started these projects, but like all boaters at this time of the year, the TO DO LIST is growing!

Our numbers grew significantly over the winter and another group of survivor newbies are anxiously awaiting their inaugural paddling experience on the lake. We have just submitted our choice for festivals and our team captain, Deb Lucy, works very hard to pull a schedule together for us. Our first race will be in Toronto on May 29th, so we expect to be paddling hard as soon as we hit the water the first of May. Our National event is in Welland this year the first of July and the chance to paddle at Disney in Orlando, in October, is one of the possible events. Those are the book ends of the season and our shelf is filled with many festivals all over Ontario for 2011. **A couple of special events to mention:**

On May 19th, Rowbust presents its first Annual Charity Golf Tournament at Firerock Golf Course in Komoka. The husbands of Rowbust members have been busy all winter long pulling this event together. It is a fun non competitive day of golfing with 18 holes of golf, cart with a GPS, 3 course buffet dinner and silent auction all for \$125.00 per person. Lots of laughs and prizes for men and women are promised. Registration is limited to 144 people and at last count the spaces were filling quickly. If you might be interested in participating in this event contact any Rowbust member or Russ Highfield (519-652-9799) for more details. We thank you for your support and hope to see you there!

On Wednesday, May 25th, Rowbust once again hosts the opening night of the Port Stanley Festival Theatre production "**Mamma's Country Record Collection.**" This performance promises to be a toe tapping musical extravaganza featuring some great favourites by some very talented artists. Tickets are \$40 per person and in the past this event has sold out quickly. You can get tickets by contacting a Rowbust member or Joan Smith (our own personal ticket master!) at 519-439-6676 or joansmithonline@gmail.com.

Interspersed with all this fun will be our annual "BOOT CAMP". Our coaches have some new challenges for us this year and we are all keeping our fingers crossed for a much warmer weekend than last year. We will have two days of intense physical and mental preparation for the 2011 season.

We love being part of the FYC family and truly appreciate the facility that allows us to promote the sport of dragon boating. The dragons are starting to stir and will be in full force powered by the most awesome group of ladies, all breast cancer survivors, and led by two gentle giants in the coaching world. Well one is gentle and the other pushes the hell out of us! We look forward to seeing members at the annual clean up on April 16th and 30th. If you see us holding our rakes in a strange way, an A frame, don't mind us. We have paddling on the brain and we are hungry to churn those waters on Lake Fanshawe.

Paddles up!
Jill Wilson
Rowbust Member

2011 Cruising with FYC-- Ready for an Adventure?

Plan your vacation time ahead. As already mentioned in winter issues of the Scuttlebutt, there will be three very different cruises planned and you are welcome to go on one two or all three. Each cruise has veteran cruisers on it with a wealth of knowledge to help novice cruisers along.

Watch for the **notice of meetings** prior to these events where details are worked out and questions are answered.

June 17 to 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 .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



Bolt Castle Powerhouse in 1000Islands



2010 Georgian Bay cruise

photo by C Hone

July 22 to 30, 2011 The annual FYC north cruise week

We 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 re stocking the boat with food, ice and drink is more difficult. Most nights are spent at anchor in small protected bays or inlets.

Contact Doug MacKenzie Dougmack@skynet.ca

Mike Morris sailormike28@hotmail.com

Mark Anderson mark7anderson@yahoo.ca

2011 Put-in Bay, Ohio 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).

Contact: Brian Hurst:

hursthome@sympatico.ca

Put In Bay – Night in the Harbour



CLASSIFIEDS

21 Foot Sailboat –American 21, \$2,700

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,519-225-2545

2008 Laser Pico, \$3,000.00; no tax first owner, purchased at Fogh in 2009, only sailed two summers, cover included, in very good condition, includes (newer) standard rigging, covered storage, in London at FYC. Looking to purchase a Laser Radial Will deliver,

Contact: Henry 519-639-6323 or at hklausni@london.ca

Marine ply for sale – 1 new piece ¾" Fir, good 1 side, 96" x 30" -- \$50.00 o.b.o

Contact: Craig Napier 519-434-6685.



FYC June Bug 2009

by Paddy MacCallum

2011 Racing with FYC- The Thrill of Competition!

It is our goal to get more of you out “white-knuckling” this year. The Rear Commodore is telling everyone that he wants MORE BUTTS IN MORE BOATS on the race courses. As you know, we have been using the Portsmouth Yardstick to handicap boats in the Open Fleets and help determine our Club Champion each year. The Portsmouth numbers are derived by US Sailing, using data from a wide body of waters. We would like to try to develop additional handicapping factors that take the quirks of our water, cliffs, winds and boats into account.

There are tools which can help size up individual boats and rate them. Did you know that if we have the right data, it is possible to tell if you are an excellent racer having a bad day, a beginning racer who is improving nicely, or a competent racer sailing consistently near the peak of their craft? But, to do this, we need more boats on the water, especially in regattas, to develop enough statistics so that we can evaluate performance. Past club data is unfortunately a bit thin and uncontrolled to help us, though it does point us in the right direction.

We have a few people willing to help us work on an improved handicapping system; all we need now is your participation to help take it to the next level.

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

John Kabel, Rear Commodore jjkabel@rogers.com or 519-453-9376



2011 Racing Schedule:

Club Regattas

Commodores Cup / June bug Regatta –Open	June 4/5
Club Championship	August 27/28
Pumpkin Regatta – Open	October 1/2

Informal Racing

May 11 to Oct 20 2011

---Wednesday and Thursday evenings at 6:15 PM
(perhaps second Wed race at 3PM)

These 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. Fleets may maintain their own results and provide a homebuilt trophy at the banquet if they wish!

Rules for Informal Racing

Races start at 6:15 PM every Wednesday and Thursday as noted on our website www.fyc.on.ca. (A possible third race may take place on Wed at 3PM). The 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. The starting sequence uses the FYC automatic ‘traffic lights’ rather than the ISAF/CYA class flag sequence, although the timing of the signals will be consistent with the Racing Rules of 2009-2012

Starting Sequence

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

- 5 minutes: **red light on** sound
- 4 minutes: **yellow light on** sound
- 1 minute: **yellow light off.** sound
- Start: **red light off.** sound

NOTE:

- sounds indicated are a courtesy to assist racers, but are not a requirement.
- No finishes are recorded unless a group chooses to record their own
- The safety boat is available at the dock if needed.

The Racing Committee will try to have people available to time boats during some of these races, to get data for revised Portsmouth Numbers specific to Fanshawe Lake. We won't change the signals or use the race barge due to time constraints, but simply gather timing data. We'll especially be including data from races which have higher numbers of boats in addition to the Laser fleet, and trying to use Lasers as our “lake benchmark”. The more boats that race, the better our handicapping will get. J Kabel



Discussions of Club Regattas at the past Two General Meetings

Club Championship Regatta changes An ongoing discussion about changes to the Club Championship revolves around whether the regatta should be open to out of town racers or remain closed for club members only. If the regatta is open, the Club Championship trophies would be presented only to sailors who are members and meet the eligibility requirements. Other awards would be presented for the overall regatta results.

The accepted eligibility for the Club Championship Awards for Fleets and Champion of Champion Award for club members was voted on at the March 2011 General Meeting and is as follows:



WHO'S THE BOSS!

Moved (Kabel, John Burgess) That each club boat racing for the Club Championship shall at all times while racing have on board a Club owner-member in good standing who must be solely responsible for directing the motions of the vessel, either as helmsman or tactician. **Approved.**

Race and Regatta Committees The FYC Constitution states that the club have a Race Committee and a Regatta Committee for its Racing Programme:

The Race Committee core for 2011 will be

John Kabel, Mary Watson, Emily Durward. This committee attended the Club Race Officers Training Course in Burlington, March 26, 27, 2011.

The Regatta Committee will have John Kabel as chair and he would like two more members, possibly from the Open and Laser fleets. If you are interested in being on this committee, please call John Kabel.

Spectators: John suggested developing a better way to have spectators able to view on water starts. Perhaps use of the bleachers at the rowing club is one option. In the past, spectators have helped on rescue boats and have been on the race committee barge. Please let John have ideas you may have on this topic. This would be very helpful for the people accompanying the out of town racers.

Marketing our Regattas Advanced marketing to area Yacht Clubs was suggested. The notice of race and sail instructions for our open regattas will be sent for posting at their club.

Awards for regattas It was suggested that 2011 prizes be burgees for the top three in each fleet only.

Safety Boats- John Kabel is going to consider bringing outside persons into the club to man rescue boats. A letter has been sent to the London and Power sail Squadron members asking if they would be interested.

Sailing School Adults- A suggestion followed that Club Members may possibly invite the adult sailing school registrants to crew at informal races or regattas.

Racing Rules John proposes to conduct all races according to the ISAF Racing Rules of Sailing, 2009-2012, and future amendments of same.

Protests John suggested that changes be made to the time requirements for entering protests, with the aim of allowing more time for such.

Handicapping Racing-The Portsmouth Ratings has been the system of choice at FYC. At issue is the number of factors that influence the rating of a yacht:

1. Our difficulty setting a proper course on Fanshawe Lake for accurate ratings
2. Skill of the skipper and -or crew
3. Variations made by individuals on the class specifications for the boat
4. Sail inventory – use of the proper sail for the condition at the moment (use of spinnakers, sail sizes)

The aim of a handicapping system is to be systematic, fair and not to reward bad habits or bad rigging. Each sailor should be trying to improve their own personal best.

Two Methods used in handicapping

1. The Portsmouth Yardstick has valid numbers for all fleets. The US Sailing Portsmouth Yardstick is a widely used method of rating boats of different classes sailing the same course. This is a time-on-time handicapping system and is derived from actual records of classes of boats with thoroughly documented ratings. Portsmouth Numbers are defined as the length of time boats would take to sail a common but unspecified distance. The formula is easy to use:

$$CT \text{ (Corrected Time)} = ET \text{ (Elapsed Time)} \times 100 / HC \text{ (Handicap)}$$

- Assumptions made in generating Portsmouth Yardsticks (D-PN) include :That each boat placing first in each class was sailed to its true potential by a perfect crew according to flawless strategy;
- That all boats sailed the same course, experienced the same wind/water conditions and degree of interference of clear air;
- That all one-design boats conform to class specifications and rules, and use sails specified by the class; and
- That boats with multiple sail inventories (genoas, spinnakers, etc.) utilize the proper sails for the wind conditions and legs of the course. (offshore.ussailing.org)

2. The Performance Handicap Racing Fleet (PHRF) PHRF ratings are boat performance handicaps. They are based upon the speed potential of classes of yachts. They are supposed to be determined from the actual observed performance of yachts on the race course.

PHRF ratings are not intended to be a skipper or crew handicapping system or to compensate for poor sailing ability or inadequate equipment. (as in golf handicaps) PHRF ideally does not use formulae or measurements to arrive at ratings but uses race results to relate classes of yachts to their speed potentials. Thus yachts cannot be obsolete by newer or faster designs and PHRF ratings should be ideal for club and inter club racing. New yacht designs to Lake Ontario do go through some data manipulations and analysis for initial assessment. This analysis is valid only until adequate race results are provided for review and validation of the rating.

A Standard Yacht meets certain criteria in that:

- 1) The rig hull and ballast are standard to the manufacturer's specifications.
- 2) The largest headsail without penalty has an LP of 155%
- 3) The spinnaker does not exceed 180%
- 4) The standard propulsion is either an outboard, which is retracted while racing, or a folding or feathering prop.
- 5) The spinnaker pole does not exceed the J with a standard spin.
- 6) The means of propulsion is capable of reaching SQRT (LWL)
- 7) Yachts with retractable keels must be capable of self-righting when the keel is retracted or the keel must be kept down while racing.

The Standard Yacht then begins by receiving the SP for that class of yacht. Adjustments are then made for the various credits and debits to arrive at the actual sailed rating or ASP.

PHRF is an honour system dependent on fair-minded yachtsmen and it is the sole responsibility of the owner to inform the handicapper of any changes in his yacht's allowances. A protest committee may at any time demand to see the certificate and require that the boat and sails be measured to assure conformity.

WHAT DO THE NUMBERS MEAN: The faster the yacht the lower the TOD (time on distance) ASP in seconds/nm. Using the TOT method of calculation we have a correction factor which represents a seconds/hour correction.

RATING

CHANGES: ratings are not changed to 'stop' anyone from winning and every attempt is made to have rating changes reflect more accurately the **SPEED POTENTIAL** as seen in race data for the class so that racing can be made more truly competitive on a skipper to skipper basis. S.Cramer - Chief Handicapper CYA

John Kabel stated that In the Portsmouth system, penalties or credits are applied for changes in rigging or crew skill. The PERF system is based on the largest sail on the boat with a time penalty for change of sail. One design boats sail as such.

The plan is to develop a system with timed races at the informal race evenings to help set benchmarks and individual performances. Equipment can be reviewed at regattas as needed.

Discussions of Informal Racing from the Past Two General meetings

Two Informal Race Days The decision was to have the informal races on Wednesday and Thursday evenings to ensure that a week of racing is not missed because of poor weather or commitments members may have. There may still be a Wednesday afternoon race if the racer wants it to continue.

Time Trials John Kabel suggested doing some time trials to rate the boats in the Open Class at FYC using the informal race evenings. This may help to adjust for the competency of the racers and variations in the craft. People will be present to time boats but the Race Committee will not be involved in the informal races.

Informal race programme John Burgess and Brian Perry were the masterminds behind the informal racing program for at least the past 12 years. John has decided that he will step down this year and someone else may start these races using the traffic light starts. The informal races have been a place for beginners to start racing with a lot of help and encouragement and for new members to meet others. Thanks so much to John for his dedication to a very successful, relaxed afternoon and evening of racing and fellowship.



Learning to paddle for sailors!!!!

PADDLING BASICS? (From the London Dragon Boat Website)

The technique that will be discussed is based on flat water sprint canoe style used by the two time International Dragon Boat Champions - The Canadian Men's Dragon Boat Team. There are six key parts to the dragon boat stroke. When done properly, a boat flies; executed improperly, the boat will feel sluggish and heavy. The first three components set up the stroke, while the last three are considered to be the work-phase part of the stroke. The six components are called: rotation, reach/extension, catch, pull, exit, and recovery.

Rotation The image some coaches use to help paddlers picture rotation is that a pole is inserted through the head, along the spine, and then anchored to the dragon boat seat. Another way of achieving full rotation is to present your back to the shore or have your chest facing your partner. Full rotation, or twist as it is sometimes called, allows for maximum reach/extension.

Reach/Extension This position in the stroke is crucial in maximizing the length of the stroke. The position of the outside paddling arm is equivalent to pulling a bow and arrow. The outside shoulder should be dropped slightly and also extended forward. The torso leans forward for additional extension.

A proper reach position is the foundation of a proper dragon boat stroke. The reach position is the extended position with the paddle a few inches above the water before the driving it into the water. This reach position determines the length of a stroke and a long stroke means more water is pulled. The reach position is the end point of the Recovery phase, but is the beginning of a new stroke cycle.

The reach position determines the rotation of the torso. If the torso is "rotated" forward upon the paddle entering the water, the torso will naturally want to "de-rotate" back to the normal seated upright seated position.

As mentioned previously, the lower arm position is similar to drawing a bow and arrow. The bottom arm is extended straight forward parallel to the water. The lower shoulder is dropped and is extended forward and therefore the shoulder on the top hand side comes back and up. In the Reach position, these four points on the body should be lined up in a vertical plane: (a) top hand, (b) head, (c) lower shoulder and (d) lower hand.

From the side view there should be a straight line from the top hand, head and hip. The torso rotation, extension of both arms and the forward lean are important aspects of the stroke. The upper arm coming over the head. The lower arm is fully extended and is almost locked at the elbow. The lower hand grip should be relaxed and not grip the paddle too hard. The paddle flips forward into the reach position where it is at its highest potential energy level. From this position, the potential energy will be used to submerge the paddles as the stroke progresses.

Catch The catch phase is the most critical to the speed of the boat. The catch is the moment the paddle blade first bites into the water. The top hand is held over the water, then drives down on the paddle with the outside arm relaxed and fully extended.

Pull Once the paddle is fully submerged or "buried", the next component of the stroke is the pull phase. The paddles should pull back directly parallel with the boat. The top hand stabilizes the paddle as the bottom arm and back muscles pull back. To use the back muscles effectively, the paddler sits up while pulling and continues to drive the paddle downward with the top hand. Maximum power and endurance will come from using the larger muscles of the back, shoulder and trunk rather than relying on the smaller arm muscles.

Exit At the end of the stroke the paddle should exit the water at the hip. Allowing the stroke to go past the hip results in the paddling blade being at an angle that would slow down the boat. The phrase "out at the hip" is often used to correct a stroke that is too long. The outside arm blends slightly to allow the paddler to clear the water and then it is pushed or snapped forward.

Recovery This part of the stroke is the rest phase when the muscles are not working as hard; recovery speed plays a large role in determining the stroke rate. During recovery, the torso starts rotating and leaning forward to setup for another cycle of the stroke.

Some Seafaring Philosophical conundrums

Do hydroplanes evaporate?

How much deeper would the ocean be if sponges didn't grow in it?

If seafood is cured, why is it still dead?

If it's zero degrees outside on watch and it's supposed to be twice as cold tomorrow, how cold is it going to be?

Since light travels faster than sound, is that why some landlubbers appear bright until you hear them speak?

Why is it when you transport something by car it's called shipment, but when you transport something by ship it's called cargo?

Are flagships made of nylon or cotton?

If tin whistles are made out of tin, what are fog horns made of?

Is a leak in the back of a boat a stern warning?

Ship's windows are called "port holes", but they are found on both sides?



FYC SCHEDULE FOR 2011

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

Find updated notices, downloads, photos, contact information and more

FYC Meetings

FYC Executive Meetings- first Monday of each month

FYC General Meetings for all members- as listed in the following schedule. All members are welcome to attend

Agenda Items – submit any agenda requests to the Club Secretary, Jack Blocker prior to the date of the meeting

Club Events, Regattas, Work parties, Social Events

APR	16	Spring Work Party #1
	21	General Meeting HMCS Prevost 19 Becher St 7-9 PM
	22	Fanshawe CA opens
	22-24	Easter weekend
	30	Spring Work Party #2
MAY	7	Spring Work Party #3 Moorings Mainly
	11/12	informal racing at 6:15 PM
	18/19	informal racing at 6:15 PM
	22	Commodore's Reception and Sail past
	23	Fanshawe Optimist Fireworks (rain date –May 29)
	25/26	informal racing at 6:15 PM
	28-29	FYC Open House
JUN	1/2	informal racing at 6:15 PM
	4-5	Commodore's Cup/June Bug Regatta
	8/9	informal racing at 6:15 PM
	15/16	informal racing at 6:15 PM
	17-25	Thousand Island Cruise- start at Treasure Island Marina just East of Kingston
	22/23	informal racing at 6:15 PM
	29/3	informal racing at 6:15 PM
JUL	1	Put-In Bay Cruise-start at Leamington
	6/7	informal racing at 6:15 PM
	9	Family Fishing Day, Fanshawe CA
	13/14	informal racing at 6:15 PM
	20/21	informal racing at 6:15 PM
	22-30	North Channel Cruise – start at Killarney Marina
27/28	informal racing at 6:15 PM	

AUG	3/4	informal racing at 6:15 PM
	10/11	informal racing at 6:15 PM
	17/18	informal racing at 6:15 PM
	24/25	informal racing at 6:15 PM
	31	informal racing at 6:15 PM
	27/28	Club Championship Regatta- open
SEP	1	informal racing at 6:15 PM
	7/8	informal racing at 6:15 PM
	10	Sailing School Work Party- courses completed for season
	14/15	informal racing at 6:15 PM
	21/22	informal racing at 6:15 PM
	28/29	informal racing at 6:15 PM
OCT	1-2	Pumpkin Regatta
	5/6	informal racing at 6:15 PM
	12/13	informal racing at 6:15 PM
	15	Fall Work Party #1
	16	Fanshawe CA closes for the season
22	Fall Work Party #2	
NOV	17	Annual Budget Meeting
	TBA	FYC Banquet – year end event

Informal Racing- Wednesday and Thursday evenings at 6:15 PM

Anyone is welcome to attend informal races. This schedule has changed from last season to be sure that a week of sailing is not missed should there be no wind or poor weather on one of the evenings. The informal race will be held on Wednesday and Thursday evenings at 6:15 PM. The time will move to 6 PM in September and October as daylight hours shorten.

Johnny's WINTER WEDNESDAY DINNERS OUT SOCIAL EVENING LAST ONE FOR 2010!!

All club members (paddlers and sailors, family and friends) are welcome to attend. Please arrive before 6 PM so that all may be seated together as seating cannot be reserved in advance!

APR 13

Johnny's Restaurant

The north east corner of Fanshawe Park Rd and Highbury Ave

Dinner is set for 6PM. Please arrive a bit earlier to be sure that everyone can be seated together.

FYC Sailing School Course Schedule

YOUTH PROGRAM

Date	No.	Fees	Level
July 4 to 15	YW1	\$ 398.00	White Sail I White Sail II White Sail III
July 18 to 29	YW2	\$ 398.00	White Sail I White Sail II White Sail III
Aug 1 to 12	YW3	\$ 398.00	White Sail I White Sail II White Sail III
Aug 15 to 26	YW4	\$ 398.00	White Sail I White Sail II White Sail III
July 4 to 29	YB1	\$ 900.00	Bronze Sail IV and V
Aug 1 to 26	YB2	\$ 900.00	Bronze Sail IV and V
Aug 29 to Sep 2	Skills	\$260 per wk	additional days for students to complete any level

Also in the ninth week (29 Aug to 2 Sep) we will offer a **Sailing School regatta** - an evening of racing for students of any class - and we encourage parents to come out to cheer on the racers.

There will also be a **Parent Evening** when students can take their parents for a sail to show off their new skills. The parent sail will be followed by a dinner and social evening in the Clubhouse. Details will be available during the summer.

Courses can be discounted \$ 20.00 for Fanshawe Yacht Club family members
Multi registrations can be discounted \$ 20.00 after first course (2nd registration for one student or 2nd student in one family)

Bus Transportation can be requested for an additional fee of \$ 30.00 per two-week course. Refer to the General Information sheet for details of bus stops and schedules

ADULT PROGRAM

All courses will require a minimum of 4 students to run and we can accommodate a maximum of 18 students in White Sail, 6 in Bronze.

Date No. Days

May 30 to June 29	A1	Monday and Wednesday evenings (6:30 to 9:30 pm)
May 31 to June 30	A2	Tuesday and Thursday evenings (6:30 to 9:30 pm)
June 4, 11, 18, 25	A3	Saturday daytime (9:00 am to 4:00 pm)
July 11 to Aug 10	A4	Monday and Wednesday evenings (6:30 to 9:30 pm)
July 11 to Aug 10	A5	Bronze Monday and Wednesday evenings (6:30 to 9:30 pm)

All courses are offered for a fee of \$470.00 per person, including a course manual. Our "Buddy Bonus" allows a second person (family or friend) to register with a discount. The second person pays only \$440.00 but does not receive a manual. Manuals will be given out on the first day of each course.

All courses can be discounted \$ 20.00 for Fanshawe Yacht Club family members.

Racing

The CYA levels continue with the Silver Sail - Level VI and Gold Sail - Level VII. At FYC the racing levels are offered under a separate program. Please inquire for details of the racing program.

Refund Policy

Refunds (less a \$50.00 service charge) will be allowed up to 7 days prior to the start date of each course, subject to confirmation with the Sailing School Director. Refunds requested at a later date will require a medical certificate. No refunds can be made due to poor weather conditions



2011 Events are yet to be posted



2011 Events are yet to be posted



UTRCA EVENTS 2011

- April** April 16 - Thames River Clean Up and London Clean & Green
April 17 - Earth Day London
April 22 - Fanshawe, Wildwood, and Pittock CAs open for the season
- May** May 23 - Fanshawe Optimist Fireworks (rain date May 29), Fanshawe CA
- June** June 4-5 - Oxford County Triathlon, Pittock CA
June 18 - The Wild Ride, Wildwood CA
June 18 - Outdoor Day, Fanshawe CA
- July** July 1 - Woodstock Canada Day Celebration, Pittock CA
July 9 - Catch and Release Family Fishing Derby, Wildwood CA
July-9 Family Fishing Day, Fanshawe CA
- Aug** August 13 - Woodstock Rotary Dragon Boat Festival, Pittock CA
- Sept** September 17-18 - Doors Open London
September 25 - Furtney Memorial Forest Dedication, Fanshawe
- Oct** 1-2 - 1812 Grand Tactical – The Invasion of Upper Canada, Fanshawe CA/Fanshawe Pioneer Village
October 15 - Vulture Bait Trail Run, Fanshawe CA
October 16 - Fanshawe, Pittock and Wildwood CAs close for the season



FYC SHOP 2011 SPRING/SUMMER

Positive Identity Sportswear LORI CHESMAN 519- 659-4633

The new selection of club wear is available with the order form on the club website at www.fyc.on.ca under “members” and “downloads”

This spring, Lori has new items including a limited number of club burgees for \$20 and a new FYC tote bag...excellent...I have one!

The new list will also be posted at the yacht club

Think how spiffy you and your crew could look at the Commodore's Reception!!!

Ceremony for Renaming Your Boat by Capt. Pat

Everyone knows that renaming your boat will bring nothing but bad luck and make your boating experience something that you will want to forget. But what happens when, after months of searching, you find your dreamboat with a name that you just cannot live with.

Renaming a boat is, of course, not something to be done lightly. Since the beginning of time, sailors have sworn that there are unlucky ships and the unluckiest ships of all are those who have defied the gods and changed their names. So, is there a way to change a name and not incur the wrath of those deities that rule the elements? Yes, Virginia,



there is. According to legend, each and every vessel is recorded by name in the Ledger of the Deep and is known personally to *Poseidon*, or *Neptune*, the god of the sea. It is logical therefore, if we wish to change the name of our boat, the first thing we must do is to purge its name from the Ledger of the Deep and from *Poseidon's* memory.

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This is an involved process beginning with the removal or obliteration of every trace of the boat's current identity. This is essential and must be done thoroughly.

I once went through the ceremony after the owner had assured me that every reference to his boat's old name had been purged from her. A couple of weeks later, he discovered he had missed a faded name on her floating key chain. I advised him to start over, perhaps with a little extra libation for the ruler of the sea. Unfortunately, he declined.

Since then, his boat has been struck by lightning, had its engine ruined by the ingress of the sea, been damaged by collision and finally sunk! It pays to be thorough.

In purging your boat, it is acceptable to use White-Out or some similar obliterating fluid to expunge the boat's name from log books, engine and maintenance records etc., but it is much easier to simply remove the offending document from the boat and start afresh. Don't forget the life rings and especially the transom and forward name boards.

Do not under any circumstances carry aboard any item bearing your boat's new name until the purging and renaming ceremonies have been completed!

Once you are certain every reference to her old name has been removed from her, all that is left to do is to prepare a metal tag with the old name written on it in water-soluble ink. You will also need a bottle of reasonably good Champagne. Plain old sparkling wine won't cut it. Since this is an auspicious occasion, it is a good time to invite your friends to witness and to party. Begin by invoking the name of the ruler of the deep as follows:

Oh mighty and great ruler of the seas and oceans, to whom all ships and we who venture upon your vast domain are required to pay homage, implore you in your graciousness to expunge for all time from your records and recollection the name (here insert the old name of your vessel) which has ceased to be an entity in your kingdom. As proof thereof, we submit this ingot bearing her name to be corrupted through your powers and forever be purged from the sea. (At this point, the prepared metal tag is dropped from the bow of the boat into the sea.)

In grateful acknowledgment of your munificence and dispensation, we offer these libations to your majesty and your court. (Pour at least half of the bottle of Champagne into the sea from East to West. The remainder may be passed among your guests.

It is usual for the renaming ceremony to be conducted immediately following the purging ceremony, although it may be done at any time after the purging ceremony. For this portion of the proceedings, you will need more Champagne, Much more because you have a few more gods to appease. Begin the renaming by again calling Poseidon as follows:

Oh mighty and great ruler of the seas and oceans, to whom all ships and we who venture upon your vast domain are required to pay homage, implore you in your graciousness to take unto your records and recollection this worthy vessel hereafter and for all time known as (Here insert the new name you have chosen), guarding her with your mighty arm and trident and ensuring her of safe and rapid passage throughout her journeys within your realm.

In appreciation of your munificence, dispensation and in honour of your greatness, we offer these libations to your majesty and your court. (At this point, one bottle of Champagne, less one glass for the master and one glass for the mate are poured into the sea from West to East.)

The next step in the renaming ceremony is to appease the gods of the winds. This will assure you of fair winds and smooth seas. Because the four winds are brothers, it is permissible to invoke them all at the same time, however, during the ceremony; you must address each by name. Begin in this manner:

Oh mighty rulers of the winds, through whose power our frail vessels traverse the wild and faceless deep, we implore you to grant this worthy vessel (Insert your boat's new name) the benefits and pleasures of your bounty, ensuring us of your gentle ministrations according to our needs. (Facing north, pour a generous libation of Champagne into a Champagne flute and fling to the North as you intone:) Great Boreas, exalted ruler of the North Wind, grant us permission to use your mighty powers in the pursuit of our lawful endeavours, ever sparing us the overwhelming scourge of your frigid breath. (Facing west, pour the same amount of Champagne and fling to the West while intoning:) Great Zephyrus, exalted ruler of the West Wind, grant us permission to use your mighty powers in the pursuit of our lawful endeavours, ever sparing us the overwhelming scourge of your wild breath. (Facing east, repeat and fling to the East.) Great Eurus, exalted ruler of the East Wind, grant us permission to use your mighty powers in the pursuit of our lawful endeavours, ever sparing us the overwhelming scourge of your mighty breath.

(Facing south, repeat, flinging to the South.) Great Notus, exalted ruler of the South Wind, grant us permission to use your mighty powers in the pursuit of our lawful endeavours, ever sparing us the overwhelming scourge of your scalding breath.

Of course, any champagne remaining will be the beginnings of a suitable celebration in honour of the occasion.

Once the ceremony has been completed, you may bring aboard any and all items bearing the new name of your vessel. If you must schedule the painting of the new name on the transom before the ceremony, be sure the name is not revealed before the ceremony is finished. It may be covered with bunting or some other suitable material.

BoatSafe.com