



In this photo:
Ian Schofield,
Doug Schofield
JUNE BUG

In this photo: Jayne
Fragiskatos, Ross Green
JUNE BUG



Race with FYC: the joy of competition!!



Club Championship Upcoming – August 27 and 28, 2011

It's the beginning of August, our FYC sailors are finishing off vacations and distant cruises, returning to the lake in larger numbers, and starting to think about racing.

Your annual chance to vie for the Club Championship is coming up **27 and 28 August**. This year we are trying to encourage FYC skippers to take aboard new members, Sailing School students and others to expose them to competitive sail racing. The Race Committee has noticed that many keelboats are single-handed during regattas. Having a willing crew member or two to do the grinding and other line handling under your direction will mean faster tacks, closer pointing and generally better boat performance. Also, you should seriously consider the benefits of "rail meat", those willing family and friends who help counteract heel by their encouraging presence.

The Club Championship is our chance to race in an intimate setting, amongst ourselves, and share a nice meal on the Saturday evening.

Watch the website for an updated Notice of Race shortly, and further tweaking to the Sailing Instructions as we try to make the races as fair and fun as possible. Your Race Committee is already hard at work on improvements to scoring. We will also have a new set of signal flags in place, larger and consistent in colours, so the RC intent will be even clearer. Finally, look for the FYC club burgee to fly from the shore mast. We had a new one sewn, and then found one of the originals three weeks later. An abundance of riches, as they say.

Please direct any questions or interest in volunteering at this regatta to:

Regatta Organizer: [John Kabel](mailto:jjkabel@rogers.com) at 519-453-9376, texts to 519-466-7716, or e-mail to jjkabel@rogers.com

ELIGIBILITY : * NEW FOR 2011 ***** All participating boats must have at least one current FYC Club Member or Sailing School student on board at all times and the boat must be registered to the club. Sailors that are NOT club members are welcome to participate given that the above rules are followed.

STARTS: All start sequences and rules in effect are for a **WATER-based** regatta (the FYC Barge will be used). We will revert to land-based starts only in the event of serious safety or weather issues, so count on seeing the "Elmer C. Searle" out there again this time.

REGATTA ENTRY FEES:

Single-Handed: \$20.00
Junior Single: \$10.00
Learn to Race: \$0.00

Double-Handed: \$30.00
Junior Double: \$15.00

Annual Corn Roast on Saturday, Aug 27



Volunteers still may be needed to help with the Corn Roast. If you can help, contact Paul Chesman at albatross2@sympatico.ca

The event will take place on Saturday late afternoon following the racing. Come enjoy the day. All paddlers, sailors are welcome!

Leg	Length [NM]
A-1	0.25
1-2	0.40
2-3	0.50
A-4	0.50
A-5	0.90
A-6	0.55
4-5	0.50
4-6	0.15
5-6	0.40

The approximate straight-line distances between marks

1



2011 laser start at the June Bug

Self-Service Race Starts at Fanshawe Yacht Club

Informal Wednesday or Thursday racing at Fanshawe Yacht Club does not require the presence of the Race Committee, whose members may wish to participate in the racing themselves. Self service racing is easy, fun, and educational. Signals from the race hut consist of two parts: the course to be sailed, and the timing of the start (which we always try to do according to Rule 28 of the Racing Rules of Sailing).

Course Panels

In the hut you will find a number of white panels, 18" wide by 24" tall, numbered from 1 to 6, A or B and some with red circles indicating temporary marks, such as the red globes used by the rowing clubs. Upon arrival at the club, assess the wind and select two or three panels to lay a course. There is no need to mark the start and finish lines; informal racing always uses the line formed by the buoys A and B visible on the water in front of the Race Hut. Hang the appropriate panels on the front of the hut, and if you want to sail a course twice or more, add "T" panel(s) to the right of the mark panels. A red/green long panel indicates side of mark rounding. To help you with the length of the course, the approximate straight-line distances between marks is listed here. Note it is not possible to sail a straight line from A, 4, 5, or 6 to 2 or 3.

Manual Starting

If you do have someone to handle the starts, use either the manual or automatic starting systems. The manual system uses the swing panels, stored against the inside wall of the Hut to the left of the door. Hang the panels on the brackets

provided on the porch roof supports facing the lake. Pull the rope of each panel and hook it on the porch rail. There is a clock on the counter. You can, optionally, make some kind of sound signal at each panel motion below, using a whistle or air horn. Absence of a sound signal is disregarded under Rule 28. At exactly 5:00 minutes before each start, lower the white panel with the red circle. One minute later (4:00 before start), lower the yellow panel (preparatory signal). Three minutes later (1:00 before start), raise the yellow panel and hook its line on the porch rail. At the start, raise the white panel and hook its line on the porch rail.

Automatic Light Starting System

An automatic light and timer starting signal system was designed some years ago to relieve the informal racers of the need for having people around to help start a race. Place the light box (black stand with three traffic lights) on the Race Hut counter, lights pointed squarely at the A-B buoy line. Plug in the orange power cord below the counter. Turn the system on using the toggle switch on the control box on the inside wall of the Hut to the right of the door, at the right end of the counter. Press the **RESET** button once.



For an immediate start, press **START**. The red upper light will come on, and a single tone will be heard from the speaker outside. Note the clock time if you want timed races. One minute later, the yellow lower light will come on, with a tone. Three minutes later, the yellow light will go out with a longer tone. And finally, the race is started when the red light goes out, with a tone.

A delayed start is also available, to allow one of the racers to start the sequence and still have time to get down to the main dock or beach and get their boat onto the course. Press **DELAY START**. Approximately nine minutes later, the green middle light will come on twice with a double tone. The regular start sequence of lights and tones will commence about four minutes after the green. The total time from the start of delay to final start signal is about 18-1/2 minutes. If at any time you

2

want to stop the sequence, press **RESET**. The timers are reset to zero, and you have to start from the beginning again. Each racer notes their finish time, and the name of the boats ahead and behind, if they wish.

Wrapping Up

When racing is done for the evening, remove the panels from outside the hut and porch and bring them back inside. Unplug the light timer system if used. If you leave it plugged it, it may be irreversibly damaged by future lightning strikes

Provided by John Kabel- Rear Commodore and Race Committee chair



Informal Racing Wednesday and Thursday Evenings (and some afternoons!)

Anyone is welcome on wed and Thurs to race informally or just sail alongside. A good opportunity to hone skills, ask about rigging and technical issues or just enjoy the sail with like minded sailors. On evenings that we have been out there have been 15 to 29 sailboats along with practicing paddlers. Great to see so much activity at the club! It's like having a cottage down the road! Wait! Does staycation come to mind?

As the days begin to shorten, try to be on the line by 6PM now

FYC sailors race out of town!

Great Lakes Laser Masters 2011-Royal Hamilton YC-Jun25-26

Rick was 8th overall of 20 Lasers having sailed 8 races and second Grand Master The fleet was comprised of 10 masters, 7 grand masters, 1 great grand master, 2 apprentices

Appears to be a moment of prayer



Laser Master Canadian Championship in Kingston

The Laser Master Canadian Championship began Friday, July 8th at CORK in Kingston with light breeze and two races. Saturday also started off with light breeze. The wind picked up around 4pm and the Laser Masters completed three races, with late afternoon racing in a great breeze.

The Laser Master Canadians had a nine race series, after finishing four races on Sunday. Overall winner as well as first place in the Grand Masters division was Robert Koci of Water Rats Sailing Club in Toronto. Second place overall, and winner of the Masters division was Andy Roy of Peterborough and third place overall and winner of the Great Grand Masters division was Peter Seidenberg of Sail Newport, Rhode Island. Ray Davies of Water Rats Sailing Club in Toronto came in fourth overall, and was the winner of the Apprentice division.



FYC's own Rick Goldt won 3rd place in the Grand Masters Class (38585 to the right)

Sailfest Sarnia 2011 Regatta

Sarnia Yacht Club hosted their 12th annual Sailfest Sarnia Regatta on July 9th and 10th 2011. Invited Classes: 29er, Laser, Laser Radial, Laser 2, Byte and Byte CII, 420 (spin/trap).

FYC had nine sailors from FYC racing this year with results as follow:

22 entries for 29er—	6 th	Jacob Marsh and Niki Quinn
23 entries for laser-	2 nd	Brad Biskaborn
	5 th	Kevin Biskaborn
	9 th	Jens Biskaborn
	10 th	Jacob Prapavessis
	18 th	Eric Rickert
	17 th	Matt Dietrich
71 entries for laser radial	69 th	Duncan McKillop



This is what fleets of these size look like---shades of the 70's!!

29ers



1264 dousing the chute-- 29er with Jacob Marsh and Niki Quinn



Looks like mirror images but Matt and Niki are to the right

Lasers



170654 right Jacob Prapavessis



187137 Brad Biskaborn at mark



187137 Kevin Biskaborn in lead



20791 left of mark Jens Biskaborn



179167 Matt Dietrich at the mark



196086 Eric Richert 2nd from left

Laser Radial



193962 2nd from left Duncan McKillop

Duncan center

The Salute I see where the "Salute" originated back in the days when warriors wore armour. To identify themselves, they would raise their face visor and that gesture has lasted forever as we know it now. Have also read where the British sailors years ago called it "Knuckling your forehead"!

From Ralph Smith



2011 FYC

RACE COMMITTEE: John Kabel, Rear Commodore and Race Committee Chair, Emily Durward (also Sailing School Manager), Mary Watson

A memorial for Doug Mackenzie at FYC



In accordance with Doug's wishes, a wonderful luncheon was provided by Doug's family for his friends on June 26th at FYC. I can't recall ever seeing so many cars and people at the club. I am unsure who arranged the fly by but it was really awesome! I do hope Doug was looking down to see how much he

meant to everyone and what a wonderful tribute his family planned for him both at the club and on the North Channel cruise this summer. I had no idea of the number of boats Doug had built over time but was very aware of the deep connection he had with the people he met and the club. We will certainly miss Doug



If you have time, please go to www.fyc.on.ca to see more photos of this day. Thank you to Paul Chesman, Hans Schaffner and Ralph Smith for providing us with the photos.



The plaque above the chalet door renames the building as **the Doug MacKenzie Hall**

2011 Cruising with FYC- Share the adventure!

2011 North Channel Cruise by Carleen Hone
photos by Hans Schaffner



July 22-30

The annual FYC midsummer cruise returned to the North Channel this year, with the cruisers launching out of Killarney. Killarney is about a seven hour drive out of London via the backroads through towns such as Mitchell, Listowel, Mt Forest, Shelburne, and Stayner and onto the 400 at Craighurst. The highway improvements on the 400/69 means that there are now 4 lanes of traffic a good distance north of Parry Sound. Great roads, though the road into Killarney from Hwy 69 is pretty long, windy bumpy and slow. The posted limit is 80 km/hr. I think the bear that Hans and Peter saw on the road could travel faster! It's a good way to test if your dishes are properly secured in the boat!

Cruisers this year were:

- About Time* (Mike Morris)
- Equinox* (Szymon Kornobis)
- Sunrise* (Jeff and Vera Eames)
- Temptation* (Hans and Peter Schaffner)
- Top Gun* (Brian, Nathalie and Elayna Hurst)
- Triumph* (Jim MacKenzie, Carleen Hone, Shirley MacKenzie)

We were joined by *Twilight Zone* Les Pomeroy's J-30 out of Kincardine with his crew, Roy Elworthy.

The launch ramp in Killarney has pretty good space for a bunch of sailboats rigging and launching. Trailers are stored at the church down the street for a small donation. Fresh fish and chips are available at Mr. Perch- the Red School bus on the dock run by Herbert Fisheries and the "boat watching" is great as well.

Day 1- Friday, July 22

The first 5 cruisers on the list above launched and headed for their first anchorage at nearby Covered Portage Cove where they joined about 30 boats in the cove itself (ED: Hans mentioned that 28 were sailboats), with many more anchored by

the mouth of it. The beautiful thing about our shallow- draft trailer sailers is that if an anchorage seems full of keel boats swinging at anchor, we can cruise into the

shoreline, drop a hook off the bow and tie a stern line to the shore. There are few places in the North Channel where you should not tie to the shore as it is private property, but not too many. There are two or three great anchorages very close to Killarney to the west: Covered portage Cove- sheltered from all winds in the shallower part of the cove as it is surrounded by very high rocks over 100" high, one rumour says that Tom Selleck owns the cottage at the mouth of Covered!!; Rat Portage is a little nook somewhat protected from the west; and Snug Harbour is further west down the Lansdowne Channel-also very protected from most winds.

Day 2 –Saturday, July 23

The 5 boats headed to Heywood Island (go westward down the Lansdowne Channel and out into Fraser Bay). Heywood is the first island you come to as you head west toward Little Current on Manitoulin Island. Heywood's north-east shore is full of shoals but is well marked on the charts as well as with a green spar buoy not too far from the entrance.

Browning's Cove is directly south of the entrance. The Cove has a nice sandy bottom which is shallow for about ¼ of km along the shoreline and about 40 m out from the shore. It is usually a nice protected anchorage from prevailing west winds or even an east or south wind. Not so in a north wind.....which is what hit our cruisers at night on Day 2. Yours truly heard that there were some hulls grinding upon the sand as the wind shoved the boats toward shore. *Top Gun's* crew moved her into the small channel to the eastern part of the island and finished the night in peace and quiet. *About Time* sanded off some bottom pint but the guys on *Temptation* slept like logs! The others rocked and rolled all night.

Triumph, coming in late from London and trying to catch up, was "snug" in Snug Harbour with not much sense of the wind blowing at all. *Twilight Zone* was somewhere off Manitoulin's southeast part hunkered down as well.

Day 3- Sunday, July 24

All boats headed west for Little Current. Timing of the arrival at the port coming west must coincide with the swing bridge. The bridge opens every hour on the hour for 6 minutes or so. There is also a strong current there so having a reliable motor is imperative. I believe the height under the bridge when closed is about 18'.

Triumph arrived in Little Current after lunch following a quick cruise through Browning Cove on Heywood Island. Heywood was one of Doug Mackenzie's favourite Places in the North Channel so we had a little memorial cruise through that lovely anchorage.

A strong wind was blowing up so the fleet decided to stay on the town docks that night. Dinner at the Anchor Inn was in order and the cruisers all had a great time swapping yarns over pickerel, steak, etc.

After supper, Elayna Hurst proceeded to catch a couple of good sized bass off the main dock but alas, nobody volunteered to clean them. The local boys fishing on a nearby dock were clearly jealous as she kept reeling in fish and dismayed when dad, Brian, tossed them back in. Tough luck Fellas!

Day 4- Monday, July 25

Late morning, the cruisers headed off against a stiff west wind and 1 m. waves toward Sturgeon Cove. But *Sunrise* ran into engine troubles right off the dock and decided to stay in town and see what was amiss. The rest carried on head to wind up the channel westward toward the Waubuno Channel. Once we made the turn north up the Channel, we could bend on some sails and reach up toward Sturgeon. Sturgeon Cove is located on the north part of a bit of land which stretches between Little Current and Espanola. It is near the entrance to an area called the Bay of Islands.

Sturgeon Cove is quite tricky to get into. Boaters have created "ranges" on the shore to come in on so one can avoid the shoals at the entrance. A bow watch is pretty important here. When the FYC fleet came into sight, a kind boater radioed and offered to guide us in one by one in his dinghy as he had "nothing else to do". It was blowing at least 15 knots so this was rather timely for our sailors.

Once inside the cove and safely anchored in muck (looked like sand at first!), we enjoyed a pleasant day in the sun with a breeze to keep us cool. Munchies, beverages and more memories were shared aboard *Triumph* as we raised a glass to Doug in this, another favourite spot, as it was his birthday.

Twilight Zone us after lunch, with *Sunrise* in little Current. After consulting the marinas who couldn't seem to help, Vera and Jeff decided the motor would hold out if used sparingly. So they decided to make their way back east toward Killarney very slowly, sailing as much as they could. I'm sure the west winds helped.

Day 5-Tuesday, July 26

The wind was still honking from the west so the fleet stayed put in Sturgeon Cove. Those with dinghies rowed around and explored, others napped, read, fished or cleaned their boat. Little Jimmy MacKenzie enjoyed his birthday breakfast of pancakes with syrup and later on, chocolate cake was shared amongst the FYC fleet.

Day 6-Wednesday, July 27

The wind finally let up, well, frankly, it rather died. It had blown itself out. The channel of Sturgeon Cove was like glass

Our plan had been to hopefully sail to the Benjamin Island group to the west. But as we motored along the La Cloche Mountain shoreline, little McTavish Island beckoned instead. Mc Tavish is a very small, bar-bell shaped island with a great sandy beach on its north side. Pretty good blue-berry picking too. As the wind was predicted to come from the south eventually, the fleet decided to stay the night.

Triumph backed right up to the beach to make getting ashore easy and the rest of the fleet enjoyed a fabulous day ashore lounging on beach chairs, swimming, and walking along the rocks. A mink was spotted darting about the rocks. That evening, the sailors gathered on the beach where Elayna cooked up some Jiffy Pop popcorn-no fireworks here (Les Pomeroy once set some on fire and they shot out of the pan like fireworks on Canada day!)

True to form, the mosquitoes arrived around 8:30 and drove everyone back to their boats.



Ahhhhh....life is tough!



Day 7-Thursday July 28

Winds were turning now and thinking about coming from the south...the direction we had to go of course. Why does it do that? Not that I mind tacking of course but sheesh!

The fleet had reached its turnaround day so we headed back down to the Waubuno Channel and onward to little Current for much needed ice and fuel. The Benjies will have to wait for another year.

Once re-provisioned, we all made our way to Heywood Island again. This time the group was nicely protected and enjoyed the beach at Browning Cove. Most days to this point had been sunny so a dip in the cool water was really refreshing.

Twilight Zone needed to start heading back so Les and Roy said good-bye as they headed for Covered Portage.

Incidentally, *Sunrise* had made its way back to Killarney this day and was to pull out around 4:00 PM. An hour or so later, I received a text from Jeff which is so "Jeff" that I thought I would include it here: "So the saga continues...arrived at Killarney to find the battery flat on truck and keys locked inside. CAA on way. Bloody things". Les texted that they really couldn't help them unless Rum and Coke were required! Poor Jeff and Vera-I'm sure they could have used a drink by then. I hear they made it home without further incidents. Thank goodness.

Day 8-Friday, July 29

Today was the day that *Triumph's* crew said good-bye to the rest of the fleet who were headed to Covered portage. The cruisers had a great run down Lansdowne Channel. As Hans says, "we cleated the chute and flew it for 2 hours" to the mouth of the Killarney Channel. *Temptation* pulled out that afternoon and drove to Peter's home in Huntsville. The rest enjoyed a final evening in Covered.

Triumph had one more stop to make to remember Doug before leaving Heywood Island. The Trailer Sailor Group which several of our members belong to, found a lovely large boulder on one of Heywood's little islands to use as a memorial. The water around it is very shallow but we walked *Triumph* in close so Shirley and Jim could go ashore and leave a few mementos of



Heywood Island Anchorage

Doug. What a lovely spot. I will try to include a picture. There is one on the trailer sailor association website as well. Then we gingerly made our way out across the shoals into Fraser Bay. We decided to head for The Pool at the end of Baie Fine (pronounced "Bay Finn") as we thought we'd go home Monday. The west wind picked up again (Just thing of Fred Varley's "Stormy Weather, Georgian Bay" or Tom Thomson's "The West Wind" and you get the picture) and we ran down the fjord that is Baie Fine.

Halfway down the Baie, Jim decided that maybe it would be too long a motor trip to come back out again the next day so we looked for some kind of nook to tuck into along the south shore. Let me tell you, there are not many!! Maybe 2. We found one with 4 motorboats rafted up and then spotted a notch just big enough for one 18' wide trimaran. I jumped overboard into waist high water and walked the boat into her own little cove inside a rocky entrance. Well-protected with a small bunch of raspberries on the shore to boot! I got to them before the bears could!

We spent a nice afternoon in the sun. A small watersnake cruised by in the warm water and later on a small turtle enjoyed our meat scraps from dinner. We watched it devour the pieces for about an hour. A lovely place to watch the whitecaps roll by. I just hoped the wind would hold from the west/south-west. A northeast breeze might have been ugly.

Day 9-Saturday July 30

Another beautiful sunny day. Not much wind. Left our nook and slowly tacked up the Baie. The wind finally came up and we reached across Fraser Bay to Hole-in-the-Wall. No doubt there are pictures online of this neat little passageway that cuts the corner into Lansdowne Channel. Jim motor-sailed pretty quickly through the cut past a small motorboat of gaping kids fishing. Not sure they thought we could make it! We shot out the other side and then ran speedily down the Lansdowne to Covered Portage. Once at Covered and swinging gently on our Bruce-style anchor

(we love this anchor!!), we convinced Shirley that she could handle a walk up the trail to the top of the white quartz hills surrounding us. The hills are at least 100' high, maybe more. The trail is steep in parts but past hikers have left walking sticks for our use at the head of the trail. Shirley did just fine and once up on the rocks looking down at our tiny boat, she couldn't believe the view. You can see Fraser Bay off to the west. No wonder the group of seven loved to paint here.

We decided that we should probably head home the next day and use the holiday Monday to get our new tri ready for racing in the Picton areas later in the week. Just as we had finished supper, *Les Stress 11* with Nico, Alice and grandson Rick aboard came into the cove. They were just starting their week in the North Channel. It was young Rick's first time on a cruise and he seemed to be loving it.

Day 10-Sunday, July 31

3:00 AM....I awoke to what I thought was someone taking flash pictures. Turns out we had an incredible display of lightning for an hour....before the storm hit. I squeezed out of my hatch (kind of like birth all over again each time I get out of the bow "cabin") and battened down everything on deck just as the rain hit. We were well protected from the wind but the rain came straight down in buckets for an hour or two. The thunder overhead reverberated off the high rock walls. What a spectacular storm and what a great place to spend it in!

Later, once we had awoken, the sun was shining through some leftover clouds. We motored into Killarney and pulled out around lunchtime. The trip home to London seemed to go just fine...until we were backing the boat into the driveway. We heard an odd thumping and realized we had a flat tire on the trailer! Hmmm...it had been fine at Listowel? Lucky I guess.

We weren't the only ones with tire troubles: Hans blew a tire (literally) at Elginfield on his trailer too.

Monday, as we were cleaning up, Jim and I realized that we had left something behind in Killarney....the boom with the mainsail attached. Yikes! I called Herbert Fisheries and they found it right where we left it on the dock. Nico and Alice agreed to bring it home for us. Lucky again!

So another cruise up north has come and gone. It is so great to sail in the North Channel with the lovely deep blue water, the dramatic white rocks, the tall leaning trees and the big sky. I thought of all those who have sailed up there in the past and who are always with us as we explore new places and familiar favourite anchorages. I can't wait until we can do it again.

Happy sailing everyone

Carleen

2011 FYC 1000 Island Cruise Summary by Mike Morris

Six boats in all (3 FYC 3 U S boats) spent a week in the East end of Lake Ontario and Thousand Islands. The weather was pretty good. The wind was not always cooperating seeming to come from the direction we wanted or needed to go. We traveled across the water from Kingston as far west as Picton and as far east as Canoe Point State Park in New York State. While we did not get to sail as much as we would have liked we did see some nice country and enjoyed each other's company on the dock each evening.

One of the nice things about boating in this area is that at the end of a so- so day you have the opportunity to go ashore, find a nice restaurant and enjoy a good meal. We did this several times.

All went very well for the group with only one mechanical problem that got fixed fairly quickly. The Treasure Island Marina where I have launched for 5-6 years is under new ownership. Dean and his wife did everything possible to accommodate us- from seeking help for the distressed boat to relaying messages to the rest of the fleet.

On the way east I had a problem with trailer sway. Once the cause was detected the Marina crew jumped in and did the repair at no cost. These are great people and I would heartily recommend them to any FYC member who might consider going to Kingston with their boat.

With a weather forecast that called for everything but snow we decided we should head home a day early. All folks made their respective trip home with no problems and are now getting plans made for next month's cruise in the North Channel. Will you be there? Mike



News from the Sailing School

As most of you know by now, Vera Eames has taken over from Peter Wilkins as Sailing School Director. Peter has continued to be active with the committee; and a regular source of background information and guidance for the new director. His on-going contributions are very appreciated as well as the years of hard work he has put into the Sailing School in the past. Thank you again, Peter.

We started our youth classes with an upset. Our race coach let us down the day before the first day of classes, so it's been a scramble to compensate for that. Eric Richert has stepped up in her place, and the other instructors have worked hard to fill in the gaps so that the classes can run as smoothly as possible with being one instructor short. Since Eric does not have the required qualifications to certify the Silver and Gold levels, we have had to find someone to assess the students towards the end of the season and sign their certifications.

The race team consists of only 3 students this year, so they are all in Laser Radials. They have had their share of bad luck in the regattas so far – hot, humid conditions and broken boats do not allow for a lot of success so far. However, we are looking forward to constant improvement with future regattas and a chance to compare themselves to other FYC members in our Club Championships! Come out and cheer them on at the start line!

Overall registration is down this year – 46 adults compared to 55 last year. The youth registrations are the same as last year (80) except for the race team which had 5 participants in 2010 versus 3 this year.

A committee of members is meeting regularly to oversee and spread the load of running the Sailing School. These members are Vera Eames, Jeff Eames, Peter Wilkins, Bobby Hampton, Mary Watson, Brian Hurst, Roy Elworthy and Paul Chesman. We have been working on ways to encourage our graduating students to become members with lots of ideas from Mary Watson; and to increase registration for next season. We've also had lots of input from the instructors as to how to promote the club, and we are hoping that the membership is generous with their time when we ask for it to try out these new ideas.

Although not officially on the Sailing School Committee (I guess he doesn't like to attend meetings) Rick Goldt continues to provide us with his expertise in the never-ending task of maintaining the boats. Thank you Rick!

I hope that everyone has had a chance to see our new EZ Docks made possible by Josie Scarlett's generous bequest. The plan is to have a complete system with 10 ports for next spring with installation supervision provided by Hans Schaffner. This will be a bonus not only for the Sailing School but for all those members who have worked at the onerous task of installing and removing the existing wooden docks

during the work parties this year. They have served their purpose in the past but I don't think anyone will miss them once they are removed this fall.

It has been a steep learning curve to understand all the operations of the Sailing School with the season already under way. Many members have contributed to making sure that the school runs as smoothly as possible while I have been using my training wheels. Thank you to all those I have mentioned and the many that I have missed. Vera Eames, Sailing School Director



London Dragon Boat Club has been busy in the last month competing in Windsor (July 10), St. Catharines (July 23), and Woodstock (August 6). For many of our members, it was their first race ever and they received medals to boot! London Pendragons competed in Windsor and Woodstock. They have been training very hard all summer and followed the race plan set out by coaches Cheryl and Sarah to

finish 1st in A consolation race in Windsor and 3rd place in B consolation race in Woodstock. Coach Jamie also has his Waves of Fury ramping up their practices. They posted a team record time in the blazing heat at St. Catharines and came away with a silver medal in Woodstock. They are now eager to race again – the next competition is in Stratford in September where both teams will compete.

Dragon Boaters in our area should be very excited as Canada has just been awarded the 2015 International Dragon Boat World Championships in Welland, Ontario!! This will be the first time the championships are coming to Canada. Ben Gerber who trained with the London Pendragons was competing at the 2011 World Championships that just wrapped up August 7 in Tampa, Florida. Ben's Under 23 team took gold in every one of their races and I believe Canada came away from the games with the most medals – 61 were awarded to Canada (41 of these were gold!) Way to go Canada!!



Ben Gerber who trained with the London Pendragons was competing at the 2011 World Championships that just wrapped up August 7 in Tampa, Florida. Ben's Under 23 team took gold in every one of their races and I believe Canada came away from the games with the most medals – 61 were awarded to Canada (41 of these were gold!) Way to go Canada!!

Heather Peel, London Dragon Boat Club

Visit our website for information: www.londondragonboat.com



2015 World Dragon Boat Championships awarded to CANADA!

Posted August 9, 2011 by Chloe Greenhalgh



Toronto, ON (August 9, 2011)- Canada to Host the 2015 World Dragon Boat Racing Championships. The International Dragon Boat Federation (IDBF) congress met yesterday in Tampa Florida to vote for the Host Nations of the upcoming IDBF Championship events 2013-2015. Dragon Boat Canada (DBC) is excited to announce that Canada has been selected to host the 2015 Dragon Boat World Championships. Dragon Boat World Championships Niagara 2015 is expected to attract up to three thousand athletes over four days of competition.

This is the first time that the World Championships will take place in Canada, and DBC is thrilled to have the opportunity to partner with the Welland International Flatwater Centre (WIFC) in the hosting of this event. Both DBC and WIFC are committed to making the 2015 World Dragon Boat Championships an outstanding athlete focused event.

Stephen Fischer Executive Director of the Welland Recreational Canal Corporation (WRCC) and WIFC had this to say, "We are honoured to be the site

of the 2015 Dragon Boat Racing World Championships and incredibly pleased to be so unanimously endorsed by DBC and the IDBF. This is exactly where we want Welland to be. This is exactly why we're making the investment in Welland in flatwater sports. Working with DBC and hosting the World in 2015 speaks to the long term return on investment in the WIFC and will continue delivering lasting impacts and legacies for our community, and our region, as we stage this spectacular World Championships".

Matt Smith, President of DBC expressed that "Dragon Boat Canada is excited host world class athletes at a world class venue, the WIFC. The association is committed to making the Championships a memorable event for Dragon Boat athletes in Canada and around the world".

For more information on this event or the sport of Dragon Boat in Canada, please contact Dragon Boat Canada at director@dragonboat.ca

Dragon Boat Canada is the official governing body for the sport of dragon boat racing in Canada, and is recognized as such, internationally, by the International Dragon Boat Federation (IDBF).



Did you know? Clarifying some of the contributing positions in the club

A request came across my screen to better define the club positions of Harbour Master, Dock Marshal, and Boat Master as they seem unclear in the current Member's Handbook.

Okay, here we go. According to the last written definitions of positions and their duties in the 2001 Fleet Captain Binder (the document is actually dated 1998) the following positions fall under the Executive Officer, Fleet Captain (Hans Schaffner) This executive officer (Hans) is 'responsible for all on the water equipment including all harbour, docks, moorings, tenders and safety boats and is assisted by'

The harbour master
The dock master

Rob Perquin
Simon Baarbe

-maintaining up to date list of assignments for drysailor and moorings at the club posted by the phone, at the gate, periodically mail list to membership chair (ED NOTE: list is now maintained by membership chair in a computer programme too)

-dry sailor docks are the responsibility of the club members (see policy) however, the club can assist members to try to maximize shore space usage (ED. NOTE: need to maximize shore area arose from days of high membership numbers. Also, a new system was introduced this summer 2011 to number docks so that the dock and owner are readily identified when needed)

-spring work party-lead work party to locate messenger chains, and all moorings, ensure all moorings have floats in good repair and are tagged

-arrange mooring maintenance work party. (All moorings are pulled, weights and chains inspected before Victoria Day weekend)

-monitor mooring situation through the season, if needed arrange second mooring work party

- in the fall, support the fall work party, pulling all of the moorings@storage in small chalet), ensure that all messenger chain is properly attached and maintained for a smooth spring work party the following year.

Boat Master:

Handbook Description Responsible for safety boats, rowing tenders and equipment
Duties outlined in the 1998 document:

- monitor rescue boat condition, arrange repairs when needed -(ED NOTE: added in 2007-the boat master replaces any of the required safety equipment missing from the safety boats when notified prior to use for possible rescue purposes)

-monitor tender conditions (there should be 2 on the main dock and 2 on the south dock)

Dock Master or marshal (both names used in documents):

Handbook Description responsible for main and south ramp docks, life rings and equipment

Duties outlined in the 1998 document

-ensure that tires, chains and hooks are in good repair and are installed in the spring work party

-arrange any needed repairs on the south docks

The Safety Officer

Handbook Description -monitors the club's sailing, water and land practices for safety (ED NOTES: includes safety supplies for the medical kits in the Doug Mackenzie Hall and Sailing School Boathouse)

Duties outlined in the 1998 document: not listed

Parking Marshall:

Handbook Description -assigns trailer sailor spaces (ED NOTE: in practice, maintains order in the south boat parking areas and has been ensuring that UTRCA permits are on all boats. This complies with UTRCA regulations and may help to identify boat owners in emergency situations) (ED NOTE: as noted above, this was a listed responsibility of the Harbour Master in 1998 that seemed to have been moved to a new position)

Now, after reviewing this documentation, it seems that no review was made of the club constitution since 2002. I wonder if a review should be done to be sure it is updated. I for one would like to see the Dragon Boat Clubs as clubs with their homes at FYC rather than corporate members. As well, the outlines of Officers and

The boat master
 The safety officer

Jim MacKenzie
 Ross Green

A further position that h developed after this 1998 document is
 The parking area marshal Brian Perry

Names provided are the members holding the position in 2011. There are more positions listed under the Fleet Captain in this 1998 document than in the Handbook and one newer unlisted position.

The responsibilities laid out in print follow:

Fleet Captain

In the FYC Constitution...the applicable section reads as follows:

13.04 The Fleet Captain shall see that the fleet is in proper order at all times while moored, anchored or alongside and shall perform such other duties as may be prescribed by the Commodore or the Board.

No specific mention is made of any of the officers that assist the Fleet Captain in the constitution. These individual positions arose as the work load required over the years esp. with the large membership of the past.

Handbook Description-responsible for all facilities at water level. The Fleet captain is assisted by the Dock Marshal, Boat Master and the Harbour Master.

Duties outlined in the 1998 document:

has overall responsibility , supervision of all water related work teams (mooring, docks, tenders, safety boats, and fence ends) , in particular the arranging of the Spring and Fall work parties specific to water related activities, providing input into annual budget in areas specified.

At the spring and fall work parties-

- is responsible for working with the Vice Commodore to prepare work teams and equipment lists for the phone committee (ED NOTE: replaced phoning by email in arrangements now)
- arranging the barge and floating dock launch/ removal with the UTRCA (ED NOTE: the UTRCA no longer assists as they haven't the tow equipment so a tow truck is now hired)
- Is responsible for having the outboard motors available for the barge and one of the two rescue boats for the spring/fall work parties.

Officers assisting the Fleet Captain:

Harbour master:

Handbook Description Supervises installation/retrieval of mooring facilities, assigns moorings and responsible for barge and equipment.

Duties outlined in the 1998 document:

-assignment of mooring and drysailor locations (north end (beach) handled by Dart Fleet) (ED NOTE: The harbour master now oversees all the shoreline including the beach area, the dragon boats manage their own shoreline docks and a parking marshal now manages the south trailer sailor area)

their duties have not been updated since placed in binders in 2002 with the description documents dated 1998. Perhaps needs a re-visit. Hope this helps.

Looks like we have a fun activity for the winter months if it is suggested at the fall meetings!!!



THE 2011 FYC BANQUET

Forest City National Golf Club

Saturday November 12, 2011

Cocktails at 5:30 PM

(Cash bar)

Dinner at 6:30 PM

Program and Entertainment to follow

**Tickets: EARLY BIRD \$28.50 until the last fall work party on Oct 22.
From Oct 22 on the price will be \$32**

The tickets will be available at the Pumpkin Regatta and the three fall work party weekends as well as by phone or mail. All Paddlers, sailors, family, friends, past members— welcome!!

You are also welcome to mail a request for tickets with a check made out to Fanshawe Yacht Club. We will call when the payment arrives and will hold the tickets for you at the door or see that they are delivered. Mail to either

S. Goldt

480 Sherene Terr

London, on N6H3J3

B. Dietrich

32 Redford Rd

London on N5X3V6

Dinner Menu- buffet with two choices of meat entrée -roast sirloin and roast turkey, vegetarian catelloni, 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

Suggestions gratefully received re entertainment (no, not pole dancing!)

Dressing up our club



John Kabel and Mary Jane Walzak have taken on the task of replacing the well, well used racing flags and club burgee. Mary Jane has been sewing and sewing and sewing. The new set will be the regulation size (as was not the case with the last set produced by the Laser fleet over the 1970's to 80's. Watch for the flags on the barge at the next regattas—the Club Champs and the Pumpkin. Worth lining up between the barge and a mark to see!

Mary Jane models our new club flag—pause and salute!

DIY Easy-access boat gangplank

How two cottagers made their boats more accessible



Nothing was going to stop Ken and Pauline Sanford of Coldbrook, N.S., from cruising the waves of Aylesford Lake, not even painful surgeries. "I had a tractor accident and my hip's kind of bolted up a bit, and my wife's had two hip replacements, so it was awkward for us to get in and out of the boat,"

says Ken. "We had to crawl up on the seat, and then somebody had to help us over the gunwale."

Ken, 77, and Pauline, 76, are the second of three generations of Sandfords to cottage on this East Coast lakeshore and staying on land wasn't an option. So Ken devised a solution, executed by a local welder: a pair of stepladders connected by a short gangplank and equipped with a set of handrails, creating a lightweight bridge that enables them to board the boat on their own. Ken secured the dockside ladder legs to his wharf with a pair of pins that allow him to flip the gangplank in and out of the boat (bottom photo). The bottom rung of the boatside ladder telescopes in and out to accommodate water-level changes. A caster on the bottom of the ladder where it touches the boat deck prevents the gangplank from tearing up the floor. Now, when they want to head out for a spin, Ken and Pauline just flip the gangplank into the boat and climb aboard, no assistance required.



By Pat Lynch Photos by Ken Sanford from August 2011 Cottage life 12



The plaque remembering Josie as a constant volunteer on the race committee for many years at FYC is now on the Race Hut. Josie's generous bequest to the sailing school has helped to replace part of the sail school docks (rest to be replaced in 2012) and to provide new Sail School boats this year.

Five Simple Steps to Fire Any Marine Flare like a Pro:

Learn the correct way to ignite or fire any marine distress flare, and practise it over and over, because after reading the steps below you'll know you won't have time to practise when an emergency strikes. Remember it could save your life or the life of your crew one day! Practice and train your crew in the use of emergency flares frequently as well, because you'll also want your crew to know what to do in case you become incapacitated.

1. Put your back to the wind. Move to the edge of the boat. Brace yourself as the vessel pitches and rolls.
2. Follow the instructions to open the marine flare. Never, ever assume that you just take off a cap and ignite it. With some flares, you must remove one cap; others require that you remove both caps. If you use a flare gun, flare pistol, or flare launcher, learn how to load it before an emergency strikes. Some flare gun shells load from the inside of the barrel and others from the outside. Read the manufacturer's instructions first.
3. Wear protection. You must protect your eyes at all costs. If the wind changes direction, hot flare slag could blow back toward you. Wear common eye or sunglasses. Keep a pair of heat-resistant gloves handy, because SOLAS flares can get quite warm.
4. Hold a handheld or parachute flare in your non-dominant hand. Hold a flare gun in your dominant hand. Make a straight arm and hold your arm up at a 45 degree angle. With handheld marine flares, cock your wrist to slant it away from you. These flares drip melted element--called slag--as they burn. You want hot slag going into the water--not onto your hand!
5. Look to one side. Do not watch the flare, flare gun, or parachute when you ignite it. This gives extra protection for your eyes. Drop the expended flare body or shell case into the water.

WARNING!

If the handheld flare, flare parachute, or flare gun shell fails to ignite, do not make a second attempt to fire it. Drop the flare or shell case into the water.

None of us ever hopes to have to use our marine flares. Prepare yourself and your crew now with the five safety steps so that you will be ready if the unexpected comes your way--wherever in the world you choose to sail!

John Jamieson www.sail-world.com



We can't manage in regattas without our safety boat volunteers! Thanks to all the volunteers. These two are Paul Chesman and Steve Currie



Featured at the FYC Club wear Shop



Our ever popular FYC ball cap modelled by John Kabel



Our UV defeating FYC Cap with a neck flap that may be folded into the cap and sturdy under the chin tie down as modelled by Mark Anderson



FYC window cling at \$2.50 each and are 2"x2" Advertise our grand club as you travel--one for every car!!

The list of FYC Club wear items available with prices may be found on www.fyc.on.ca or posted at the Club. Contact: Lori Chesman

Positive Identity Sportswear LORI CHESMAN 519- 659-4633



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

AUG	3/4	informal racing at 6 PM
	10/11	informal racing at 6 PM
	17/18	informal racing at 6 PM
	24/25	informal racing at 6 PM
	31	informal racing at 6 PM
	27/28	Club Championship Regatta- open
	30	Sailing School Youth Regatta
SEP	1	informal racing at 6 PM
	7/8	informal racing at 6PM
	10	Sailing School Work Party- courses completed for season
	14/15	informal racing at 6 PM
	21/22	informal racing at 6 PM
	28/29	informal racing at 6 PM
OCT	1-2	Pumpkin Regatta
	5/6	informal racing at 6 PM
	12/13	informal racing at 6 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 6PM

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.



FYC Sailing School Course Schedule

YOUTH PROGRAM

Aug 1 to 12	YW3	White Sail I White Sail II White Sail III
Aug 15 to 26	YW4	White Sail I White Sail II White Sail III
July 4 to 29	YB1	Bronze Sail IV and V
Aug 1 to 26	YB2	Bronze Sail IV and V
Aug 29 to Sep 2	Skills	additional days for students to complete any level

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.

July 11 to Aug 10	A4	Mon & Wed evenings (6:30 to 9:30 pm)
July 11 to Aug 10	A5	Bronze Mon & Wed evenings (6:30 to 9:30 pm)

Racing

The CYA levels continue with the Silver Sail - Level VI and Gold Sail - Level VII.



2011 Events

Waves of Fury practices will be held Monday and Wednesday evenings while Pendragons will be paddling Tuesday and Thursday. Both teams will be at the lake on Saturday mornings unless they are off racing somewhere.

Aug 6th	Woodstock Dragon Boat Festival www.dragonboatwoodstock.ca/
Sept 17th	Stratford Dragon Boat Festival http://goo.gl/ourEM
Oct 1st	River Run 2011 – 27km Paddle down the Grand River



2011 Events

Practices are held Tuesdays and Thursdays

Aug 6	Woodstock
Sept 17	Stratford *everyone available attends
Oct 15	Orlando Festival Walt Disney World