



South ramp at FYC on the last week of November 2011....remember all that rain? Fanshawe lake is a reservoir first. This can happen after any heavy rainfall throughout the year. Photo by R Goldt

Reflections on Our 2011 Fanshawe Yacht Club Season



Paul Chesman, Commodore

This year has gone by quite quickly. It seems that we only just put the boats in the water and we were taking them out again.



Hans Schaffner got going in the spring with the cleanup of the old docks. Not only did he get rid of the docks but a lot of waste wood and scrap left with the dumpster, and this fall the rest of the old docks were cut up and sent to the recycler. Without the help from our members all this could not have been done. Thanks Hans.

I don't think Roy Elworthy likes to stand still, every time I saw him he had a tool of some description in his hand. First it was the drainage around the front of the then, chalet. Then the work on the cement pad. The next thing was the rest stop on the stairs which has been used a lot by me and he gets a big thank you from some of the dragon boat ladies. And he keeps going, the ladies washroom was next. Bob Magill spent a lot of time on this job I thought he was moving in. The walls were stripped and new 2X4 put in, rewiring for the lights and new drywall, wood trim and a new door. I know I may have missed something but thank you Roy and all who helped get the job done. Hans has constructed a new vanity for the ladies washroom and it will get a new counter top in the spring.



Vera has done a remarkable job with the sailing school. What with her day job and staying on top of what was going on at the school she has been very busy. Thank you for taking the job on.

Once again Nathalie, Brian and Elayna out did themselves with the father's day breakfast, the turkey dinner, and the meals for the work party's. Thank you for all your hard work.

To Sue and Betty and everybody else who has worked on putting the banquet together, thank you. A job well done.



UPCOMING

2012 FYC Annual General Meeting

Thursday January 20, 2012 at 7:00 PM
Prevost Building (The Ward Room), 19 Becher St. London

As is the custom, the new FYC Executive for 2012 will be introduced at the AGM and the finalized budget for the upcoming year will be submitted to the membership. Take time to escape the deep winter blues and come out for a coffee, doughnuts, and the summer discussion.

Items to be added to the agenda may be sent to Jack Blocker, Club Secretary. The agenda and minutes will be posted 10 days before the meeting.



Spring junk



fall junk

Fall Work Parties

Once again, we had a very good list of volunteers who helped with the Fall Work Parties. These parties spanned over several weekends this summer with the first seeing removal of the newer sail school floating docks and the last being a crazy session of lowering the level of junk in the massive bin rented to the level of the top of the bin and transport of the excess material via trailer to the recycling depot. Plenty of heave-ho work in cool wet weather for the most welcome emergency volunteers.

A lot of junk was removed from the club this past spring and fall leaving grounds and storage looking great.



Elayna Hurst and good friend rack up some volunteer hours for school



Mary Watson and her daughter provide a great lunch to volunteers



Painting trim for the ladies 'powder room'



Stowing club boats



Lunch break



Hiegh-ho, hiegh-ho.....



About that budget....



Moving the sailing school docks the old way (left) and new way (right). Seven men versus four/ 5-6 hours versus 2-3. Yay for the new docks system! The old docks are in reserve for the London Dragon Boat Club.



2011 sailing school ---rigging

by Nikki Quinn

News from the FYC Sailing School

-from Mary Watson (mwatson@xcelco.on.ca)

Our Sailing School Executive Director, Vera Eames is involved with the Red Cross and as such was asked to go to Libya for 3 months. We look forward to her safe return in late February. In the Interim I have be assigned to fill in for Vera until she gets back.

New Learn to Sail Standard: At their fall Annual Meeting, the Canadian Yachting Association (CYA) rolled out their new Learn to Sail Standard called "CANSail". The White/Bronze/Silver/Gold Standard had not been updated for decades and the new model is seen to better support long term sailor development (LTSD). Many will note that long term athlete development (LTAD) has already been adopted by many other sports. The Ontario Sailing Association (OSA), in conjunction with other provincial organizations, held symposia in November to roll out information to members. Jeff

Eames and I attended the OSA symposium in Toronto. CYA is adopting this new standard immediately and FYC is in an excellent position to offer this in the coming season. The Sailing School Committee (SSC) presented the Executive with their recommendation that we immediately adopt the new standard and it was accepted. There will be no cost to existing Instructors to upgrade to the new standard and the books that we have will still support the new standard. Existing students will also be transitioned into the new program. We are very excited to be leaders in offering the new Learn to Sail Standard.

Website Postings: Currently we are updating our registration forms, instructor job postings, and schedule for the upcoming season. Although separated in the past, the positions of Head Instructor and Manager have been combined in the last few years. This year we will be looking at separating these duties again, and therefore candidates for each position will be sought. Job postings will be posted on the following websites: FYC, OSA and CYA in the near future. Any interested parties can reply by email or mail. Forms and schedules for 2012 will be posted on our website soon.

Sport & Recreation Show: We have a booth at the Sport & Recreation show February 25 and 26th being held at the Western Fair District. Although there is a separate boat show being held the same week-end by a third party, the focus on sport, active athletes, and fitness at the Sport show was seen as being more conducive to our goals. Anyone interested in acting as a volunteer that week-end, please contact me. More information can be viewed at www.westernfairdistrict.com

Transportation for youth: One of the expenses we would like to reduce is the bus service that we provide to our youth students. While we are requesting quotes from a number of bus/transport companies they will not provide this until March. If anyone has any suggestions or ideas, please contact me - your input would be very much appreciated.

Getting into Educational System: We are exploring the possibilities of offering learn-to-build programs, phys-ed outings, PA/PD day outings, etc. through public, catholic and private schools. If you are a teacher or are involved in any of these systems and have ideas that can help us offer more options to youth, please contact me at the email address above.

The committee will be very busy over the next few months while we prepare for the upcoming season. If anyone has any feedback for what we do well, what we can improve upon, and ideas for the future, we look forward to hearing from you. We wish everyone a safe and happy holiday season!

"Twenty years from now you will be more disappointed by the things that you didn't do than by the ones you did do. So throw off the bowlines. **Sail** away from the safe harbor. Catch the trade winds in your sails. Explore. Dream. Discover."



One of the last tasks of the season! Roy Elworthy and Paul Chesman remove the solar activated lights on the dock on Nov 18 as the water rises. That is the main dock somewhere on the right – submerged

Now that the work is done-----

Need something to do in the Non- warm Season?



www.torontoboatshow.com

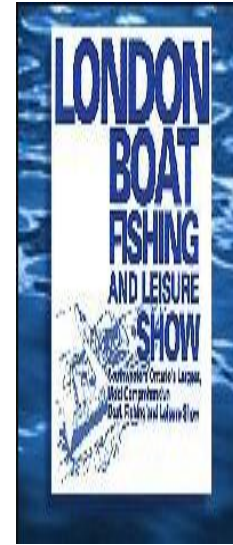
January 14 to 22, 2012:
Saturday 10-7, Sunday 10-6, Weekdays 11-8

Onsite Tickets – Prices include HST

Admission covers all show activities including daily seminars, free boat rides, boat-handling demonstrations and entertainment on The Lake, Kids Fishing Zone, Kids Boating Zone and the Great Canadian Fish Tank.

- \$18 general admission (17-64 yrs)
- \$15 seniors (65 yrs & better)
- \$20 unlimited weekday evening pass (4 to 8 PM)
- \$25 two-day adult pass (17-64 yrs)
- \$19 two-day senior pass 9^%yrs & better)
- free Kids (16 and under), when accompanied b an adult

You can save \$3 by ordering online.



THE LONDON BOAT, FISHING AND LEISURE SHOW!

Western Fair Grounds, London, Ontario

February 24 to 26, 2012

When?

Friday, February 24th - Sunday, February 26th, 2012! The 2012 London International Boat, Fishing & Leisure Show signals the start to a new season. It is a premiere selling event and not to be missed!

Showtimes

Friday, Feb 24 - NOON to 9 PM
 Saturday Feb 25 - 10AM to 7 PM
 Sunday Feb 26 - 10AM to 5 PM

Admission

Adults \$10.00
 Seniors \$8.00
 Children (6-12) \$5.00
 Children Under 6: FREE!
 (This page may be subject to change.)

At Nova Craft in London

2012 GUEST SPEAKER SERIES

January 12th	Phil Cotton	Through Flood, Fire & Drought - Exploring Northern Wabakimi
January 26th	Becky Mason	Paddling - Roots
February 9th	Paul Smith	Kawartha Highlands Provincial Park
February 16th	Garth Pottruff	A Paddler's Insight on the Grand River Watershed
March 15th	Tom Harman	28 Days on the Horton River
March 29th	Kevin Callan	Quetico Provincial Park Film - Wilderness Quest

Details will be posted on our website shortly. Stay tuned to Facebook & Twitter for the timeliest updates. Please call 519-455-6252 to register.

Fall / Winter Hours Monday to Friday 8:00 - 5:00 Saturday 10:00 - 3:00 Closed Sundays
Closed for the Holidays from December 25th to January 3rd

471 Nightingale Ave., London Ontario N5W 4C4 519-455-6252 info@novacraft.com

**Western Fairgrounds - Agriplex 845
 Florence Street, February 25 & 26,
 2012
 Saturday, February 25, 2012 9am-5pm
 Sunday, February 26, 2012 9am-5pm**

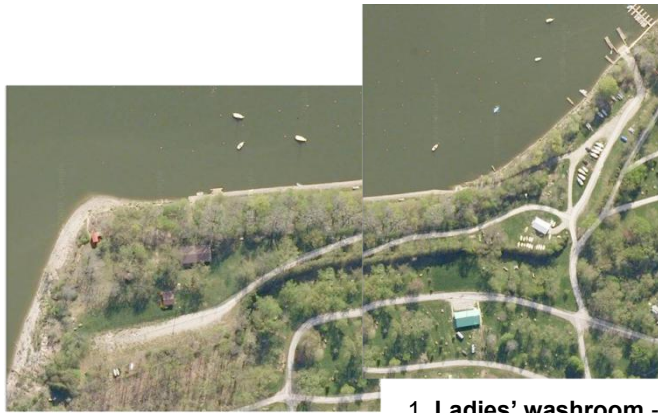


Exhibitor Categories

Running/Cycling/Water Sports , Golf, Team Sports (hockey, baseball, soccer, lacrosse), Outdoor Adventure, Combat Zone, Sport Travel, Community Sports and Recreation, Healthy Living **AND FYC will be there**

"It's scary to have a 30 foot wave chasing you. If you are steering, you don't look back. The crew looks back for you, and you watch their faces. When they look straight up, then get ready!"

-Magnus Olsson

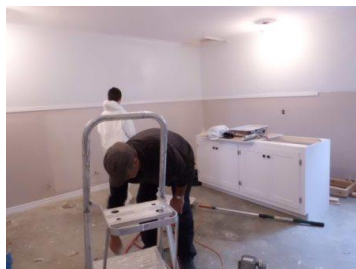


Around the Club

1. Ladies' washroom - Under the capable leadership of Roy Elworthy, Vice Commodore, a complete renovation of the ladies washroom in the Doug Mackenzie Hall has been underway. The discovery of water problems and mold in the walls was the start point and a decision was made to continue with upgrades and handicap accessibility. The results are amazing and definitely, from my viewpoint, warranted for some time. Certainly, with the Dragon Boat Clubs making such excellent use of the clubhouse, I know they will appreciate the change.

Now about that men's washroom.....? Presently, the counter from the woman's washroom has been added to the men's to extend the counter the length of the south wall (covers the hot water tank nicely). Don't ask me how I know, just do! Bert and Josie Renes toured the ladies redo and on the spot, Bert donated money earmarked for the start of the men's room renovation. I heard something about heated toilet seats for the men but it won't be happening for a while until it is budgeted for.

Here are some photos of the new Ladies' Room with colour scheme of a light taupe lower wall and light teal upper wall---thanks for all the work guys!!!



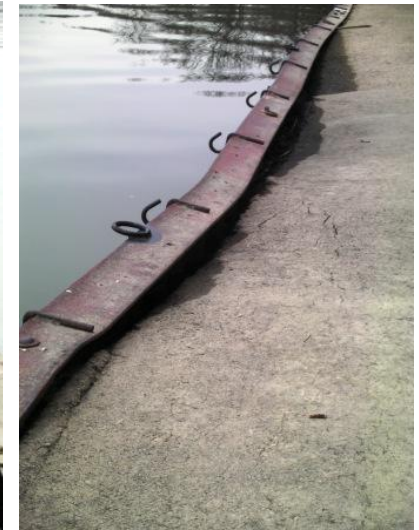
New cabinet for the ladies washroom built by Hans Schaffner

2. Paving the roadway at the main gate- The paving will take place after consideration of the work needed on the north end of the main dock. It is more reasonable to pave both at the same time and a time when use by members permits.

3. Main Dock repair- once again, the lake's fluctuating levels and a dock over 50 years old seem an unhappy mix at times



North end of main dock by staircase



looking south

Rick Goldt will ask one of the engineers he is working with on the dam and dikes to look at the situation so that we are able to determine how much repair is needed. In an aside, Rick is having the dikes and dams systems that protect London from flooding assessed with core sampling, geologic reports, projected weather change in the area and so on.

Hopefully we can get good advice on the state of the dock too....if the water level ever drops sufficiently to see the dock!!

4. Doorway to the Doug Mac Hall—I am sure you have seen the new concrete pad at the main entry to the clubhouse. This was installed with all the necessary drainage piping again under the leadership of Roy Elworthy. The next plan for this area is to add a canopy over the door mainly to divert water away (seems the bit of eaves trough over the door is readily overwhelmed).

5. Storage cottage – Replacement of the roof with the same metal roofing used on the main clubhouse is scheduled for the upcoming year. I believe, there has been discussion about new siding as well to try to make the building definitely rainproof and maybe? animal proof? Certainly helped reduce the wee 4-legged population in the kitchen when the walls, roof and new counter were installed!

6. Using Yacht Club Key at Entry Gates- Some members have had difficulty with the new locks on the main gate and foot gate. When you use your key in the lock, don't pull on the mechanism. Seems there is a part internally that is plastic (heaven knows why) and using force on the lock may break this. These locks were chosen for increased security because the keys cannot be readily duplicated. Other systems such as touch pad or card entry are still a bit too costly to consider. Combination locks were tried but members had difficulty managing the combination at times of low light—so that system was abandoned. Any other ideas out there?

7. Sailing School Docks The new docks work exceedingly well...more balance, boats pull up well, much easier to take docks out and put in (right Hans?). The rest of the dock system will be purchased in the spring. Josie certainly helped the school with her bequest. Part of the money left to the FYC sailing school will be used to purchase two 420s for the school.

8. Summer trailer storage at the club – With the disposal of a lot of junk found behind the shrubs of the north parking lot, there has been considerable space opened up. A possibility of making this space available for club members to store trailers has been suggested. The space will be limited so storage would be a first come first service arrangement for a fee payable to the club. At the UTRCA storage compound behind their workshop in the park, security has been a huge problem with people losing fittings, tires, anything. It would certainly be helpful for moored boats or finger dock boats especially to have accessible trailers when the water levels rise during the sailing season as well.

Having a fee for use of this space *for the summer only* would help offset some of the repairs needed at the club, such as the dock. Watch for this on the 2012 membership application and remember –first come, first service. The UTRCA area will continue to be available to those who wish to use it as well.

2011 Annual Budget Meeting

The annual budget meeting was held November 17. With some discussion and a few changes, the 2012 budget was accepted. This budget will be presented at the Annual General Meeting on January 20, 2012. Some points made at the meeting follow:

1. Currently, the Dragon Boat clubs pay a corporate membership fee and each of the paddlers pay an individual fee. This coming season, the individual paddler's fees will be increased by \$20.
2. The fee of \$100 to opt out of volunteer hours required will remain on the books for now.
3. Many of our trophies for sailing regattas are running low on space to add plaques for winners so will have to be enlarged in some way. Some may have a larger base added, others a side plaque, others hmmm? If you have an interest in helping with this project- please contact our executive members. Otherwise, this becomes a budget item.

2011 Membership

Bob Magill, Club Treasurer, noted at the ABM that there were 93 sailing members at FYC in 2011 along with members of two dragon boat clubs totalling 81 and 56. There were 16 new members that joined the club, 6 of whom were sailing school graduates. In total 10 initiation payments were made.

The sailing membership had an overall drop of 6 memberships in 2011.

Discussion of a change to the 2012 Open house at the ABM

Last year's committee for the FYC Open House made several suggestions re future Open Houses. The thought was to change the weekend to one day (in 2012-- May 26) with no general offers of rides for the visitors. The day could be certainly used for signing up for club membership (sailing and paddling) and sailing school lessons.

It was suggested that a better use of time would be to show interested people our facilities and answer questions rather than providing rides for the masses. Unfortunately, it seems some people come for the day as a recreational day and not because of an interest in joining the club. It would be possible to offer sailboat rides to people with a strong interest in joining perhaps but not for all who come out. It is a lot to ask of club members to volunteer to provide rides for all of the people who come as a day out only.

Timing of the day was also discussed and still is open. Generally the date has been around the end of May so that members have boats in the water and the weather is better. A suggestion was made that it be held prior to the adult sailing classes early in the season to encourage registration. There was also a suggestion that there be an Open House on a regatta weekend so that the visitors would see the club when it is busy. One concern about this was algae in the later summer---hmmmm ---and

those black flies in June---sheesh.



Anyhow, we will see what interest there is at the Sport and Recreation Show in February and the details will be discussed at winter meetings

“The longer I live, the more I realize the impact of attitude on life. Attitude, to me, is more important than facts. It is more important than the past, the education, the money, than circumstances, than failure, than successes, than what other people think or say or do. It is more important than appearance, giftedness or skill. It will make or break a company... a church... a home. The remarkable thing is we have a choice everyday regarding the attitude we will embrace for that day. We cannot change our past... we cannot change the fact that people will act in a certain way. We cannot change the inevitable. The only thing we can do is play on the one string we have, and that is our attitude. I am convinced that life is 10% what happens to me and 90% of how I react to it. And so it is with you... we are in charge of our Attitudes.” Charles Swindoll



Early arrivals, the Hursts, Nathalie kindly helped with the reception table!

The FYC Banquet – an excellent meal! Good friends!

The banquet at the Forest City national Golf course was very well attended. We had 85 diners. The meal was very well prepared and generous. Lots of positive feedback from the diners. Thanks so much to Executive Chef Mike and his crew.

Paul Chesman, Commodore, addressed the group with his reflections on 2011 (see first page of this issue). Roy Elworthy, Vice Commodore presented Paul and his wife Lori with a gift of thanks for his year of service (actually 3 times as Commodore!). You were right Roy, Paul does point his finger as he talks!



Commodore Paul's address



Thank you from Roy, Good Year gentlemen!

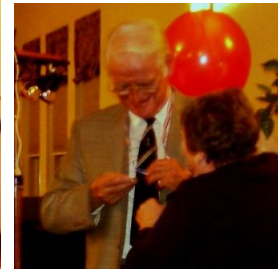


Mark Anderson provided very thought provoking trivia questions and it is most enjoyable going through the answers. (On the right, Mark Anderson, Trivia King). There was a tie between two tables for the prize, the younger sailors and the table with our UTRCA guests.

We had a surprise presentation made by John and Hilary Burgess. It seems that in his fleet, Mark Anderson maintained a very consistent result of second place in all regattas. John wanted to encourage Mark to keep up his racing and noted the CS 22s have no trophy for their class. Untying a green garbage



Anticipation



The gold medal to John



The silver medal to Mark

bag, John announced that the lack of an award was to be remedied. In the bag was a large plastic bucket, slightly used. John extracted a gold medal with ribbon for the first place winner in CS 22s and had Hilary (referred to as the mother of the fleet) place it around his neck and congratulate him. John then extracted a second medal from the bucket, a silver medal for Mark Anderson. You must see it to believe it. Such pride!!! It **IS** lovely. What an historic day! Congratulations Mark!!!!.....oh and you too John.





FYC trophies and racing flags (sewn by Mary Jane Walzak)

John Kabel then took the floor to thank his Race Committee for the year and to present the awards from our grand trophy case to the regatta winners. Those able to be there are in the following photos.



June Bug 2011 Brad was present & John other winners were not Quinn and Kevin



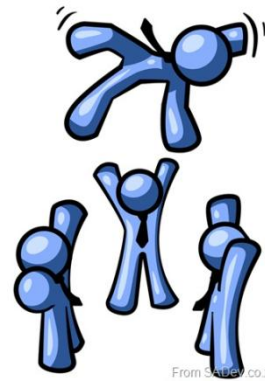
Club Championship –brad Biskaborn, Matt Dietrich, Burgess, Sharon and Jens Biskaborn, Nikki Biskaborn



Pumpkin regatta- brad Biskaborn, Kevin Biskaborn, Vera and Jeff Eames, Elayna and Brian Hurst



Mike Morris won the award for the PD Classic – first name on the trophy!!! Accepted on Mike's behalf by Brian Hurst



From Shutterstock.co.za



2011 Champion of champions---Brad Biskaborn

The evening continued after speeches, awards, 50-50 draws to the acoustic sounds of the band **Tipping Marucci Dube**.



One of our club members, Denis Dube on the left, has been a member of the band since 1995. The band was established in the 1960's. Very enjoyable.

Thanks to all those who helped make the banquet successful, particularly my partner in banquets—Betty Dietrich. Also, thanks to the speakers for grace, toast, and such; the band for wonderful entertainment; our trivia king- Mark; certainly the kitchen crew of the golf club; the reception desk volunteers; John for preparing, delivering and returning trophies; Rick for emcee; Kevin for design of tickets and program covers; and our donors of door prizes.

Donors –

- Bert and Josie Renes
- the London Dragon Boat Club
- the Biskaborn Family
- UTRCA (3 car passes)
- Krown rust control (Mike Beukeboom)
- Design of tickets and program cover
- by Script Reaction (Kevin Biskaborn)



A fun affair!

All FYC sailors and Paddlers are welcome to join the **Winter- Wednesday- Night- Dinner- Out**

This has become the traditional ``help us through the winter and cabin fever group`` that meet at a restaurant once a month through the winter to avoid meal planning, to talk summer and to provide a forum for families of sailors and paddlers to meet.

This year's first dinner will be

January 11, 2011

Location: Johnny's Restaurant

Start Time: 6:00 PM

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

Please try to arrive before 6PM so that you can be seated with the group, they cannot reserve an area. There generally have been 20-25 diners attend.



LDBCI awarded a new boat!!!

This past spring, we submitted an application to Dragon Boat Canada for one of 6 BUK dragon boats that they had obtained through the Ontario Trillium Foundation and would be distributing to dragon boat programs around Ontario. In September, we were contacted that our bid had been successful! YEAH!!! We picked up the boat from Welland on Thanksgiving weekend, gave it a good shine and stored it for the winter.

It is because we have a successful dragon boat program at our club and so many enthusiastic members that this was possible. Thank you for promoting our club. We'd also like to thank Krista McMullen for her assistance with the application process.

Can't wait to try the new boat out in May!

2011 Season

The London Dragon Boat Club had an action-packed 2011 season! Between the two teams, we competed in the following festivals: Pickering, St. Catherine's, Woodstock, Windsor, and Stratford. In addition, many of our members participated in the annual River Run and a steering clinic hosted by our club. The Rowbuster Dragoons attended a festival in Disney!

The club held several social events throughout the year. We started the season early with a 5th anniversary fundraiser dinner. The club held a welcome breakfast and a BBQ potluck. Both teams arranged for weekly team snack nights as well as several after practice get-togethers and birthday celebrations.

One of our members, Ben Gerber, competed on the U23 Canada team at the 2011 World Championships and took GOLD in every one of their races!! Ben awarded our club with a signed paddle as a thank you for our support.

We even had fun cleaning up the Fanshawe Yacht Club in the spring and fall

What a great Season!!

Dragon Boating in Disney- an excerpt

The sun shone all day and the races were a lot of fun, our 'rag-tag' crew of Dragoons placed 10th out of 64 teams. Rowbust came home with gold for their first place finish in the Breast Cancer Division....and both teams got to race the 100m race...or I should say paddling sprint! There was a Premier Women, Premier Open and a Premier Mixed team in the 100m race, the fastest team was the 'Windy City Dragons' at 0:26:73...can you say "zoom zoom"! Well it was a fun race, we had Cat from Rowbust drumming for the Rowbuster Dragoons and GWN stern Linda guiding us down the lane, we did the race in 0:29:26, it no sooner started and was over!!





ED NOTE: This has been reprinted from the LDBC newsletter—a wonderful adventure.

The Yukon River Quest

To most of us this was a challenge on our "bucket list", an adventure that not too many people had tried, and the few people I knew that had attempted the quest, had not finished the race. One of these women was Loraine Warnock, a member of the Rowbust Dragonboat team. She had faced the challenge in 2008, but due to many obstacles, illness of fellow paddlers, and bad luck, had not been able to make it to the goal.

She decided that she wanted to challenge the river again, and so put the word out through friends and family, in November 2010. Those who decided to accept the challenge were Loraine's daughter Meagan, Caroline Jensen and Jan Young (members of Rowbust), Jan's friend Stephanie Yuill from Yellowknife, Sharon McHale and Janet De Putter.

We had several meetings with Loraine to understand what equipment was needed, realize that we had to get in better shape, and make all the arrangements in the Yukon in order to make this dream a reality. So the work outs began - the classes, the running, the weights, the dragonboat practices, and finally with Mike's help, a few canoe paddling and sterning lessons.

Before we knew it the 26th of June was upon us, and we flew out to Whitehorse from London by way of Calgary....a very long day that saw us gather at the London airport in the early hours to catch our 0700 flight. We had a 6 hour layover in Calgary and then on to Whitehorse. We loaded all of our bags onto a shuttle bus and were off to our B&Bs. Sharon and Janet stayed at the Historic B&B, while Caroline, Meagan and Loraine stayed at the Four Seasons. Later that evening, Jan and her spouse Sam arrived at the Historic, and even later Steph showed up and took us for a drive around Whitehorse. We finally got to bed after midnight (3:00 a.m. our time!).

We were up early on Monday, partly due to the lack of darkness, but mostly due to excitement. We met at the river around 10:00 a.m. to try out our voyageur canoe and check out the Yukon River. The paddle to the Takahini River took us approx 4 hours, and we discovered that our canoe had a leak near the bow that would need to be fixed before the race on Wednesday. After a bus ride back to our launching point we had the afternoon to ourselves. Then there was a Meet and Greet at 6:00 p.m. with the rest of the paddlers.

Tuesday saw us up early again for equipment inspection, the signing of our team bibs, team pics, and the presentation of our River Quest shirts, and as it turned

out...we needed to get more insurance. Fortunately everything was within walking distance and this problem was soon rectified.

Tuesday evening we had a wonderful meal at the home of Stephanie's friends, and we had more time to get to know one and other. Getting to sleep that night was almost impossible what with butterflies fluttering around in our stomachs and wondering if this was all a dream.

Wednesday morning, June 29, we were at the launching point on the river at 0730. Another inspection of our equipment, making sure the leak had been mended, loading the boat, and then back to the B&B to make last minute meal preps for the nourishment that would be needed for the next four days. When we were once again, all packed up, we set out for the river. After the carnation ceremony by the Paddlers Abreast team and our own survivor team members, we said a prayer and walked off to the starting line.

Following the introductions of all 76 teams, the fog horn blew at noon, and we were off. More experienced teams, wanting a good position to assist in winning times, ran to their boats....we walked quickly. Your goal was to finish the race together, healthy and in one piece.

Padding the first part of the River was "old hat" as we had done this on Monday, but then at 1600 we saw it ... Lake Lebarge Y 45km of open water. It looked beautiful and intimidating all at once. There were head winds and waves two to three feet high. Stephanie was at the stern, and her experience canoeing was what got us through. Starting out in the middle of the lake we paddled towards the shore line, with Steph taking us back and forth and cursing at the water, the wind, and the waves.

Finally check point 1 at 17:36, the 55km mark, 685 km to go. What were we thinking? More head winds, waves, digging in our paddles. The wind shifted to our backs, a bit of a break, we just needed to battle those waves.

Check point 2 18:55, 65 km mark, 675 km to go. At least we were seeing some other boats in the distance, and knew we really were not alone being jostled by the waves. Keep paddling ladies!

Meagan began feeling unwell, due to some hypoglycaemia. She felt shaky, weak, nauseated. She lay down near the middle of boat where we had made a makeshift bed of our bags, tents, and sleeping bags, covered with tarps to keep it dry. The sun was beginning to set, what a spectacular sight! The waves were not as rough. We were going to make it to Goddard Point after all! Thanks to Steph and thanks to God! Keep paddling girls, it has to be around the next bluff.....around the next corner...shouldn't be too far...where the heck is it? Come on already....Finally! There it is!!!

Check point 3 Goddard Point, 23:45, 90 km mark, 650 km to go. We stopped here after 12 hours of paddling. (I'll never complain about 10 minute paddles in the dragonboat again). After changing out of our wet clothes, warming up by the fire, and having a few cups of tea, we started to feel human again. Except for Meagan, she still wasn't doing too well. What should we do? No one wanted to quit, not after making it through Lake Lebarge...everyone says that is the worst part of the quest. We should be able to make it. We decided to wait until morning to see how Meagan was feeling, and make a decision then.

Leaving Goddard at 0200 Thursday June 30, we believed it was all downhill, the worst was behind us. Paddling the last of the lake we made it to the 30 Mile part of the Yukon River in the dark, and the temperature was dropping.

The current picked up, faster than we had expected. The river took us around curves, past rocks, fallen trees, and islands. Then the fog rolled in. Watch out where we are going! Watch out for rocks! Oh good, the sun is coming up! More fog on the water! The smell of smoke! A campfire? Yes, it must be one of the extra stops. There it is! Power ladies! We have to get through the current or we won't be able to stop on time! Yes, we made it!! Getting out of the boat, I suddenly realized how tired I was. The others were cold and needed warm drinks, a fire, and real bathroom breaks. Meagan, fortunately, was feeling better. I wandered back to the boat and took her place in the bed until the others had warmed up enough and we were on our way again.

Once back on the river, everyone took their turn in getting a half hour of sleep or rest in

the make shift bed, and we continued on, knowing we had to keep going if we wanted to make it to Carmacks by the deadline of 23:00. There would be no more stopping for a while.

Check point 4 Little Salmon, 17:52 260 km mark, 480 km to go. The breaks made the voyage bearable, but everyone was starting to get exhausted. Fortunately, either because of our personalities, or because we were just so tired, everyone got along well and there were no callous words toward each other, just a few curses at the river and the currents.

Close to Carmacks we encountered a few paddlers that we had seen off and on in the distance. Mark had a hybrid canoe, Dave and Dwaine a tandem kayak. After playing catch-up with each other for several hours, we decided to paddle into Carmacks together, as we were the last three boats in the race at the time.

Check point 5 Carmacks 22:05 (we made it with 55 minutes to spare) 325 km mark, 415 km to go. What a relief to see Sam, our ground support person. He and others helped us out of the boat. We got our gear together. Sam had the tent and cottage all ready for us. The support group for the Paddlers Abreast Team had waited for hours after their team left to give us support. They had met Lorraine on several occasions through dragon boating and her 2008 Quest experience. The ladies had a wonderful meal of hamburgers, hotdogs, salad, tea, and juice....fantastic. After phoning home, we took showers, and climbed into our sleeping bags (or beds if we were fortunate enough) and had a much needed sleep while Sam did our laundry for us.

On awaking we dressed, repacked, had a breakfast made by the ladies, and had another safety inspection. After a team meeting discussing our aches, pains and other problems, we were unanimous in going on with our quest. No quitters here! We took an extra hour before saying our good byes and heading back onto the river.

It is JULY 1st, Canada Day, so we sang the national anthem as we went under the Carmacks bridge, the flag secured to the front seat, Lorraine and Meagan wearing Canadian toques. Heading toward the Five Finger Rapids we wondered what would be in store for us this day.

Stephanie was in her usual good form, explaining we had to stay to the right and look for the V in the rapids. We had to wait for several smaller boats to go through, and while waiting the current swung our canoe around...it looked as though we were going to go through the rapids backwards! However Steph steered us out of harm's way and we lined ourselves up to go through the rapids. What a blast as the water rocked us backed and forth, waves coming up over the bow, knocking Meagan out of her seat and into her Mom's lap. Let's do it again! NO not for Meagan....once was enough. A little further down the river we hit the Rink Rapids, they looked quite formidable, but by staying to the right we had no problem getting past them. We stopped a bit further down the river to bail the water out of the boat that had swept in on the first rapids, catch our breath, and have a few laughs.

We soon ran into the guys. They had left Carmacks an hour ahead of us. We took turns most of the day either following them or them following us. Having made it past the half way point we knew that we could make it all the way. The worst was behind us. The rest of the day we paddled, sang, told jokes, paddled, laughed, and enjoyed the experience of the quest and each other. We found Steph's soft spot when we sang, "This land is your land, and this land is my land." Our tough steersperson was actually in tears...didn't take long for the rest of us either.

Looking for wildlife we spotted a few porcupines, some goats up the side of a mountain and a kid close to the river's edge. We scared a bear up the mountain side, but were way too noisy to see any moose.

Check point 6 Fort Selkirk, 16:00, 455 km mark 285 km to go.

Seeing the old fort with the flags waving...what a wonderful way to spend Canada Day. We belted out the national anthem one more time going past, with everyone waving at us from the shore.

Finally on an island we spotted the sign, "5 miles to Kirkman Creek". Oh wonderful, we can get a little sleep. But getting through those 5 miles was reminiscent of the Lake; just around the next bend, past those trees, around the next corner. Those 5 miles seemed to take longer than the entire trip that day!

Finally, Check point 7, Kirkman Creek 01:32 July 2, 580 km mark, 160 km to go. After

19 hours of nonstop paddling, it was difficult to stand up and get out of the boat, let alone hike up the hill to get to the tents that were set up. We picked one and all crawled into our sleeping bags for a few hours of much needed rest. This was our mandatory 3 hour stopover. Those 3 hours certainly went by quickly. After some warm soup, sandwiches and cake, we were back out to face the cold damp morning air. Steph and the guys had scrounged some candles and presented the birthday girls with a rendition of Happy Birthday. A great start to the day.

Another day, another challenge. The rivers that flowed into the Yukon; the White, the Stewart, the Pelee all brought with them heavy currents that swept you wherever they decided you should go. Despite "power ups", we had very tough time taking the route we wanted, and at times we had to go around some of the

hundreds of islands from different directions than we had planned. As a result, we played peek-a-boo with the guys at various times, popping up along the way where you would least expect to find each other. There were times we paddled and seemed to be getting nowhere. We watched Dave and Dwayne paddle as hard as they could only to be pushed backward past the point where they had started. Learning from their error, Steph steered us another way. With every one steering and powering, we eventually made it past the array of islands.

Check point 8, Sixty Mile, 12:30. 665 km mark, 75km to go. We arrived at the island (where we believed the check point to be) at the same time as Dave and Dwayne....we had lost Mark at some point earlier in the day. Shouting and blowing our whistles, we could not find anyone there and hoped we had not gotten totally lost. We continued to follow our maps and GPS. The route was becoming a bit easier with fewer islands. Then, out of nowhere, a lone canoeist named Peter came along side the boat...he was the checkpoint person at 60 mile, and had heard us. He was on his way home to have an anniversary supper with his wife. His knowledge of the river was unbelievable, as was the speed at which he paddled. We followed him for a while and as suddenly as he appeared, he was gone behind an island.

The head winds had returned. We could see the Moose Hide Slide from a distance....Dawson. We powered into the wind. Then, protected by the shore line, the wind calmed. Knowing we had another hour to go, we stopped and rested. We sang, we cried, we shouted. We knew we had done what we set out to do. Squaring our shoulders, we set out for the last leg. Closer and closer the slide came...we could see the signal light.....we saw the Klondike River resurgence....the bridge....then we saw Sam!!!....waving, yelling, "There're my girls!"

As we pulled into the docking area, Sam ran towards the boat. With tears welling up in our eyes again...we realized that we had done it!

Dawson 17:55, July 3, 740 km, mark. WE were there!!!!

What an amazing adventure! We had been blessed with so many guardian angels that had helped us through our trip to attain our goal...Steph, Sam, the ladies from Paddlers Abreast, Mark, Dave and Dwayne, the officials that decided to put a spotter on our boat at the beginning of the race, and the hundreds of friends and family that followed our movements by way of the internet.

Would we do it again?.....Not right away!

Give us a few years.

I have learned

.... that you can put 7 women together in a space 28 feet by 3 feet for four days, in the wilderness, and they can come out smiling and best friends.

..... that it takes more than power to conquer a river, you need to learn to read currents.

..... that more than strength you need faith....and some angels.

Jan DePutter

And so the winter work begins....

The winter brings with it a chance to spruce up the sailing school boats. Rick Goldt has begun the work on a donated Laser that has seen better days since its 1973 debut. Soft bottomed with a cracked deck (like old sailors maybe) the work has begun.



From Nov 19 to Nov 27, the bottom progressed from left to right.

It still requires a new mast step, reinforced ribbing, hatches and fittings. These old boats seem more solid in construction than newer ones.

Classifieds

Nash 20 - (LisaBeth)--asking. \$2500.00 Main sail, Furling jib, 6 hp motor, Swing keel, Tandem trailer **Contact:** Paul Chesman

2004 Luger 257 Motor Sailer – (About Time) - Take it all for \$11,000.00

Ready to go with 15HP Johnson 4 stroke engine,Vhf radio with remote mike in the cockpit, 2 anchors, dock bumpers and lines, depth sounder/fish finder, sleeps 4 ,built in Ice box, fold away sink,porta pottie with pump out. Trailer with recent brakes, good tires, keel guides. Mast raising system. This boat can be sailed, launched and retrieved by one person.. For 8 seasons this has proven to be a safe and comfortable cruising sail boat. **Contact:** mike morris

A nice 12 ft, hand crafted wooden sailboat with a main and a jib plus a trailer, all in excellent condition. Everything included, just add water and wind.

Ed Note: this is a lap joint craft built by a past member of our club, John Nichols. A beautiful, hand built sailboat. **Contact;** Tom Prout, General Manager, Secretary-Treasurer, Ausable Bayfield Conservation Authority - 519-235-2610, www.abca.on.ca

Our 1/2 of well built, Shoreline Dock Contact Nico or Alice Jukema 519-290-2104

1985 Wayfarer - \$3,500.00 New in 1985. I am the second owner. Used very little, so in excellent condition. Stored inside October to June. To be sold complete with trailer, jib and main sails. Can be seen at Ipperwash Beach on Lake Huron. -
Contact: Call 519 432-2988.....ask for Glenn

WANTED FOR FYC CLUB LEASE BOAT- FYC has had a Wayfarer donated to the club for use as a lease boat. If anyone knows of a set of used Wayfarer sails that could be donated to use with this boat, please contact Paul Chesman

TENTATIVE SCHEDULE FOR 2012 SUBJECT TO CHANGE

2012 Executive Meetings are held the first Monday of each month.
 2012 General Meetings as follows:

Location: HMCS Prevost, 19 Becher St.
 Start Time: 7:00 PM

- JAN 19** Annual General Meeting
- FEB 16** General Meeting
- MAR 22** General Meeting
- APR 19** General Meeting

- Jan 11 Winter Wednesday Dinner Out at Johnny's Restaurant
- Feb TBA Winter Wednesday Dinner Out at Johnny's Restaurant
- MAR 1 **Membership Applications due before March 1- late fee applies after the deadline**
- MAR TBA Winter Wednesday Dinner Out at Johnny's Restaurant
- APR 6-9 Easter weekend
- APR 14 Spring Work Party #1
- APR 20 Fanshawe CA opens
- APR 21 Spring Work Party #2
- MAY 5 Moorings Work Party
- MAY 20 Commodore's Reception /Sail past
- MAY 26 FYC Open House-- only sailing school
- JUN 2-3 June Bug Regatta
- JUN 22-30 Thousand Island Cruise
- JUL 1 weekend Put-In Bay Cruise-start at Leamington
- JUL 20-28 North Channel Cruise – start at Killarney Marina
- AUG 25-26 Club Championship Regatta/ Corn Roast
- SEP 8 Sailing School work party
- OCT 29-30 Pumpkin Regatta
- OCT 14 Fanshawe CA closes
- OCT 13 Fall Work #1
- OCT 20 Fall Work Party #2
- NOV 22 General Budget Meeting
- TBA Annual FYC Banquet

AN Interesting Sailing School

In Port Moody, Vancouver, the sailing school is built on a floating platform to manage the tide—Boats, buildings and all. There were Lasers on the racks along with other small boats. Cool idea.



DOCKING LAKE FREIGHTERS IN THE WELLEND CANAL

This year, I had the privilege of going through the locks of the Welland Canal on the bridge of a 740 foot long lake freighter. Since the locks are only 750 feet long, this brings new meaning to the term *docking skill* – as the Captain cannot even see the bow from the bridge. However, the St Lawrence Seaway is currently testing a set of new systems on the Welland locks to make this process easier: Lasers measure the distance of the bow from the lock gate and display it on a large screen on shore for the captain to see. They also have a set of six large pads on the dock wall which, once the ship is roughly in position, move out from the dock wall up to a distance of 2 metres and using large suction pumps attach to the side of the vessel. The suction on these pads is sufficiently strong enough to avoid the need for dock lines as the ship rises or falls with the water in the lock. These six pads alone can hold a 30,000 tonne ship steady in almost any wind conditions and the system is called Hands Free Mooring (HFM). Even professional full-time mariners benefit from and praise this system. from Jonathan Bamberger www.thenyc.com/blog

There is an interesting time lapse you tube video of a freighter navigating the Welland Canal on line. If interested, Google|: **Great Lakes Sailing - Welland Canal HD time-lapse**

