



DEC2020-JAN 2021

EDITOR: SUZANNE GOLDT

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RICK GOLDT WORKS ON ONE OF 6 LASERS IN THE DRIVEWAY.....4 ARE SAIL SCHOOL BOATS. THE RESULT OF STORAGE FOR YEARS OF A LASER UPSIDE DOWN ON THE GROUND. SEPARATED DECK FROM HULL. RICK PLANS TO MAKE THIS BOAT A TANK FOR THE SCHOOL WITH GREATER STIFFENING.



SANTA SAILS THE ARCTIC SEAS AFTER DELIVERIES .

HO,HO,  
HOBIE AWAAAAAAY

## From the editor's ~~desk~~ , ~~kitchen~~ table, armchair



Well, it seems that our work area keeps shifting in these Covid days as we search for a new vista in our homes. Looking for the perfect heat vent to dangle my feet over!!

Our 2020 sailing season was quite late in getting underway with the arrival of the coronavirus but we still managed to fill the second half with informal Wednesday 'checking-of-race signals- from-the water-renamed-racing', three club regattas and a distanced social event to watch the air show from our main dock and cliff vantage points.

I myself sailed less this year but there were around a dozen boats at every event. (Actually 2 remote controlled sailboats at the airshow – Rick Goldt and John Burgess). Lots of RC sailboats at the club needing to sail a regatta with hmmmm Portsmouth Ratings?

As was the case in the early years of the club, maybe with less travel people will search for a sport that the whole family can enjoy closer to home – sailing and our beautiful club grounds. Our very own Muskoka – well kind of.

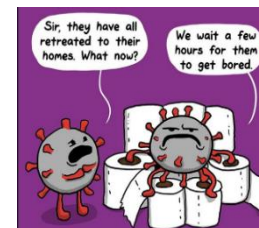
You will see on the club website and in this issue that the club is most definitely setting up a tentative schedule for the year 2021. An optimistic outlook for a much better year. The boat.... er.... glass is half full

My son's Christmas tree ornament for 2020 (photo) expresses the thoughts of many about the past year, but our sailing members did manage quite a lot with repairs around the club and school as well as sailing opportunities. Thanks to John Kabel and crew for his work running the 3 regattas and Jens Biskaborn for running the informal Wednesday races. Jeff and Vera Eames sorted out all the equipment in the sailing school and are having repairs done. As Club Steward, Bob Magill has been up to his knees in repairs around the club and cleaning and cleaning to keep us all safe. Our Board of Directors did an amazing job keeping the club members safe and informing us of change on a regular basis. 2020 was also the year to clear up loose ends in club organization and paperwork



Thanks to all these sailors and many more who were so willing to lend a hand and complete the many manhours needed to run the club in this awkward year.

*Happy Holidays to all FYC members and hope you all stay safe and well. Whatever you do, don't get bored .....(photo)*



Look for us  
[www.fyc.on.ca](http://www.fyc.on.ca)

Newsletter submissions  
Editor: [oldgoldt@gmail.com](mailto:oldgoldt@gmail.com)



#### Note from the Commodore's desk - December 2020

Hello Everyone,

Just a wee recap+

It was great to see everyone at our two incredible Work Parties. We really are blessed to have such caring and thoughtful members who enjoy pitching in with anything and everything that needs doing so that we can begin our season and then in the fall make preparations for the next one.

This year has been like no other at Fanshawe Yacht Club, but the good news is we were able to have a couple of Regattas and the Dockside Picnic Airshow was well attended. We were also champions at following the Covid Code of Conduct protocols.

The Covid-19 Pandemic is not finished with us yet, but there is a light at the end of the tunnel. On December 7th, our Prime Minister announced that Canada would receive 249,000 doses of Pfizer Covid-19 vaccines in the coming weeks, before the end of the year. Once approved in Canada, more vaccine doses will follow.

We are planning for a full Sailing Season in 2021 with lots of Regattas, Socials and a Sailing School filled with happy children and adults alike looking forward to time on the water.

Please be vigilant with your safety protocols so that you and your families can have a wonderful Christmas Season.

Happy Holidays  
Bonita, your Commodore



## 2021 FYC Tentative Calendar

*ED NOTE: This calendar is subject to change. The calendar for 2020 FYC sailing school classes as well as these club events will be posted on the club website*

[www.fyc.on.ca](http://www.fyc.on.ca)

Mon · Jan 4	Board of Directors Meeting	7 - 9 PM
Mon · Feb 1	Board of Directors Meeting	7 - 9 PM
Mon · Mar 1	Board of Directors Meeting	7 - 9 PM
Wed · Mar 24	Annual General Meeting	7 - 9 PM
Mon · Apr 5	Board of Directors Meeting	7 - 9 PM
Sat · Apr 24	Work Party: Spring #1	9 AM - 3 PM
<b>Sun May 1</b>	<b>Fanshawe CA opens for the season</b>	
Mon · May 3	Board of Directors Meeting	7 - 9 PM
Sun · May 23	Annual Sail Past and Commodore's Reception 1 - 8:30 PM	
Sat · May 29	Annual Open House	10 AM - 4 PM
Sun · May 30	Annual Open House	10 AM - 4 PM
Mon · Jun 7	Board of Directors Meeting	7 - 9 PM
Sat · Jun 12	June Bug Regatta	9 AM - 4 PM
Sun · Jun 13	June Bug Regatta	9 AM - 4 PM
Mon · Jul 5	Board of Directors Meeting	7 - 9 PM
Sat · Aug 28	Summer Regatta	8:30 AM - 4 PM
	Annual Corn Roast	5 - 8:30 PM
Sun · Aug 29	Summer Regatta	8:30 AM - 4 PM
<b>Aug 27-29</b>	<b>London Air show drive-in</b>	<b>5 PM - 7 M Fri</b> <b>1PM - 5PM Sat and Sun</b>
Sat · Sep 4	Plywood Classic Regatta	10 AM - 4 PM
Mon · Sep 13	Board of Directors Meeting	7 - 9 PM
Sun · Sep 19	Commodore's Cup	10 AM - 4 PM
Sat · Oct 2	Pumpkin Regatta	9 AM - 4 PM
Sun · Oct 3	Pumpkin Regatta	9 AM - 4 PM
Mon · Oct 4	Board of Directors Meeting	7 - 9 PM
Sat · Oct 16	Work Party: Fall #1	8:30 AM - 4 PM
<b>Sun Oct 17</b>	<b>Fanshawe CA closes for season</b>	
Mon · Nov 1	Board of Directors Meeting	7 - 9 PM
Sat · Nov 6	64th Annual Banquet	5 - 10:30 PM
Mon · Dec 6	Board of Directors Meeting	7 - 9 PM

**Board of Director Meetings** are held on the first Monday of each month.

If you have an issue or topic you wish to add to their agenda, please contact Bonita Magill, Commodore prior to that meeting.

**General meetings:** Notification of a GM will be made by club email with attached Agenda and minutes of the past meeting. The 2021 meetings will be posted on the club calendar at some point. The AGM will be held in March 2020.





## Around the club in 2020



New this year was the need to keep coronavirus out of the club. On the club website, the regulations for members to follow in covid time are still posted for your information. If you walk out to the grounds in the non-sailing season, be sure that you still follow these regulations, the pandemic continues!

FYC buildings remained closed over the season. The sail school did not open for the year 2020. For the most part, we all kept our social distances although it did appear difficult on the dock at times. The sign in book was well used in case we needed to inform people of an outbreak. No cases of covid were reported within the club membership.

**Winter dinners out:** This is our main event to bring our sailors, families and friends together over the non-sailing seasons. It is not possible at the present time to arrange these dinners but the possibility could be reassessed if things (that shall not be named but start with corona) change a lot in the new year.

### Big changes at Fanshawe front entrance!

Construction of the Veterans Memorial Parkway (VMP) Extension across the entrance to Fanshawe CA is in its final stages! There are now traffic lights at the intersection where the entrance road meets Clarke Road and the VMP. Please watch carefully for the signs for Fanshawe Conservation Area.



**2021 Membership Applications:** The 2021 FYC Membership form is projected to be available in January 2021. When ready it will be posted on the club website and you will receive an email from the club. Our sailing membership numbers did drop this past Covid year and our hope is to see those familiar faces back in 2021. Our licensee groups, dragonboats and kayaks, could not safely reconvene on the water in 2020. We do hope to see them all back next season!

**FYC Sailing School:** the Sail School is planning to open in 2021. If Covid remains an issue, the programmes may be adapted to this by perhaps having single-handed lessons or families only in 2-handed boats. If a variation in the courses is needed, this could impact the number of lease boats available. A lot of unknowns still remain.

### Projects to be tackled in 2021:

1. Repair of the **main staircase** to the clubhouse. The rise and fall of our great lake and ice floes play havoc with the stairs.
2. Repair of the **kitchen drain**
3. **Upgrading the men's head** – a project postponed for a number of years now!!
4. **Removal of vegetation** along the ramps. Our two lane south ramp seems to be narrowing as the vegetation creeps over the edge of the pavement.



**Dock projects:** Rick Goldt is overseeing the planning for repair of our docks. A survey completed a while ago suggested that members preferred to keep the expenses at a minimum and do repairs over time. Rick met with some engineering firms on the dock this fall to consider their suggestions and cost projection for the projects. The cost projections can be found in the ABM minutes from Nov 24.

- The engineers suggested it would be more efficient to do the work from the ground side of the dock.
- We are looking at replacement of 35 feet at the north end of the main dock (at the foot of the stairs and the area used most by the dragon boat clubs.) This area has had fill poured in every year for the past few years to level it. The north face wall has failed.
- Replacement of 70 feet of the south end of the main dock at the ramp. This area is obviously necessary for launching and tying up. The Mobilities in Action kayaking for people with challenges could use a flattened area at that ramp to help assist kayakers in and out of the boats.
- One item at the south dock is to repair the edges of the concrete launch ramps. Cracks have formed and the ramp end is no longer level for launching.
- Outside funding will be required to assist with the finances.
- Future dock considerations could be floating docks that can be attached to the replaced sections as needed and as finances allow. The photo at right shows a mid section of the dock requiring filling annually now as well.



**Boat Storage:** Storing boats at the club for the winter for a fee payable to the UTRCA seems welcome by quite a number of sailors. If you are on your way out to check your boat...here is the information:

**The yellow gates across the entrance road (by the Fanshawe Dam) are open from 8:30 am to 4 pm, Monday to Friday (closed on weekends and statutory holidays). You can park at the campground office on those days and walk in.**

Checking your boat is highly recommended to ensure your cover is still on, the boat hasn't filled with rainwater, snow or ice and the trailer has not tipped back. Remember the Covid regulations are in effect on your visit.

**Nominating Committee:** A nominating Committee was struck for the first time in a long time this year. Recently, the outgoing Commodore took on the task of filling positions in the Board of Directors and Supporting Roles. The task will be more efficient with 3 to 5 members on the Committee who can consider the skills and wishes of members filled out on their membership forms. These committee members are the people to chat with if you have an interest in being involved in any unfilled position in 2021 or in 2022: Steve Currie, John Ellington and Bonita Magill.

**Associate Members and Hand powered boats:** The Motion as passed:

**Move that Associate Members be permitted to bring a maximum of one hand powered boat per member to the club and store the boats on site subject to the boat storage fees.**

**Reinstatement of the Club Championship Regatta (recently called the Summer Regatta.** A motion was tabled and passed that the Club Championship Regatta would be re-instated as it was in 2015.

**Paperwork:** The Board of Directors has reworked a lot of the club documents. They have updated the Constitution which is now referred to as the **FYC Schedules** and the **Bylaws for FYC**. Both documents may need to be tweaked over time so please bring any questions or comments you may have forward to the board. These documents are posted on the club website.

The **Member's Handbook** has been updated. This document is posted on the FYC website and is worth reviewing from time to time. It is most useful to new members joining the club providing an overview of information of importance about the club and its use.

**Policy and procedure documents** are being written and updated for all areas of the club – safety, procedures for jobs such as turning utilities on and off, mooring placements, privacy, harassment and so on. Copies of these documents will be in the bookshelf in our clubhouse trophy room.



## 2020 FYC Annual General Budget Meeting – Nov24

The AGB Meeting was held on ZOOM on Nov 24 with 16 members present.

This year's budget was certainly on its ear because of Covid and its effects on events and membership. The club did sustain a loss.

The 2021 season is being planned with the understanding that things may need to adapt once again because of the pandemic. The sailing school instructors are in place but it is still an open question as to the best format for teaching at this point.

The 2020/2021 budget information is available from our Treasurer, John Kabel and the meetings of the minutes will be posted on the club website.

## Why We Sail – By J. Norton

*ED NOTE: Found this fine essay on sailing on the website following. I did add photos from Fanshawe Yacht Club as a visual to the description*

Why do we sail? Why choose a means of propulsion that fell from common favor along with the horse and buggy?

For me it is all in one moment. We sit in our sailboat on a windless day under slack sails, becalmed. The air is motionless, the water is glassy and the sun is hot. We are scanning, looking for clues. We are watching the horizon for the massing clouds that might bring a weather change. We are watching distant chimneys and trees and flagpoles for any sign of a breeze. We are keeping a careful eye on the water for those dark smudges that reveal a puff of wind approaching.

When the puff comes, there is the moment. It is a gentle snap as the breeze presses against the sails and the rigging is pulled taut. There is a little scuffle on board as we pull on the sheets and rudder to make the most of this little wind. There is no engine noise to tell us we are moving. We look down at the water and watch the little bits of weed and debris pass. Look back at our rising wake and listen to the quiet gurgle of water moving under the hull. "We're sailing," we say.



It is a magical feeling. The breeze has filled our little boat with life. We are carried by a force we cannot see but feel in the slight list of the hull, the tension in the sheets that hold the sails and the gentle pull on the rudder as it tries to recenter.

Now the real sailing begins. We are rarely so lucky that the wind will take us directly from A to B. A sailboat sails best across the wind, where a well-designed boat can easily be pressed to speeds faster than the wind. Think of a watermelon seed squeezed out between your finger tips. From there we can steer a little upwind, which lets us make headway against the wind; and we can steer downwind.

Getting from A to B becomes an elaborate mental puzzle. We scan the water for where the wind is best. We watch other sailboats to see who is getting the strongest wind. A zig-zag course forms in our heads. It has us tacking back and forth so we can pick up the good wind from the clearest water and avoid the wind shadow in the lee of a looming headland. If there are tidal or river currents, they too factor into our mental sums. All the while we are trimming the sails to get the best effect from the gentle breeze and adjusting our course to strike the best compromise between a higher speed in the wrong direction and a lower speed in the right direction.

A powerboat at A will just navigate straight to B and be there in no time. We will typically steer away from B and explore a lot of water before we arrive. We will come to know

this little corner of the watery world very well. We will know which times of day have better winds, where the water gets shallow and the swells rise and that the steam plume on that distant factory is the best guide to wind direction and strength. We become sensitive to the subtle nuances of nature. That we can suddenly hear the distant noises of a dog barking or a screen door slamming tells us that the wind has dropped completely, but the coolness of the air is warning us that it will not be so for long.

The gentle breezes fill our sailboat with a gentle life. The experience is restful. We have time to watch and wonder, to plot and replot our course, to second guess, to let a hand dangle over the side and feel the force with which we are pulled through the water.

Then the breeze picks up and we have real wind. We have no more time to dally and dangle. Our sails are now filled with a strong and angry power. Our wake is a broad, long gash in the water. The hull heels and lifts. We let out the mainsail to righten ourselves and then carefully haul it back in as the sailboat picks up speed. We observe debris pass by, counting the seconds. "Twelve knots." Close to the water, that it quite fast enough.

It is like riding a wild beast. It presses hard and goes where it wants to, at first. Then we regain control. We steer the bow a little closer to the wind, trimming the sails inch by inch until they start to "luff," to flap in grumpy little ripples. Then we let them out just enough so the sails go smooth. Telltales, little pieces of thread sewn to the sails, reveal the perfect streamlines of air. We make tiny adjustment in this or that sheet, feeling how each affects our motion. We are no longer hanging on to the wild beast as it careens across the water. We are commanding it and it obeys.



That is why we sail.

<http://www.pitt.edu/~jdnorton/sail/why/index.html>



## London sailor rescued from North Channel following medical emergency by Tom Sasvari Aug 21,2020

*ED NOTE: Chris Milne decided to relate his story to a Manitoulin Newspaper to be sure that we sailors know what is needed in such a situation. So glad he recovered well from this misadventure!*

CLAPPERTON – A London, Ontario sailor relates a valuable lesson for anyone who runs into trouble or distress on their boat should they need to call for help when they encounter problems on the water—press the distress button on your radio.



"I had a medical emergency recently (July) when I was sailing on the North Channel. I had anchored at Clapperton Island and was trying to make my way back to Little Current," Chris Milne told the Recorder in an interview with the Recorder on Monday. "I was already not feeling well, but I thought I could make it back to Little Current. I was wrong."

"I really didn't understand the seriousness of my situation and felt it was something that I could shake off. I had taken some medication for my diabetes and it had affected me," said Mr. Milne. It turned out that he had suffered a kidney failure. Mr. Milne explained, "when I realized I was not going to be able to make it back to Little Current I called the Coast Guard. I gave them my longitude information but I couldn't provide my present latitude longitude," before he passed out. "In hindsight I should have pressed the distress button on my radio." Mike Coomes, a Kagawong boater, informed the Recorder in an email that, "on Wednesday afternoon we heard a mayday message put out on the marine radio. We soon learnt it was in the area of Clapperton Island which is very near Kagawong where we live. As the incident progressed it became clear it was a medical emergency for the single sailor aboard his sailboat. The OPP boat was sent to deal with the emergency. When they located the sailboat, it was now in West Bay. They boarded the boat and found the sailor unconscious. They then proceeded to transfer him to their boat and then into M'Chigeeng where the ambulance was waiting to take him to hospital."

"The sailboat was then drifting slowly in West Bay. Another boat located the sailboat and stayed with it until the Coast Guard Auxiliary boat from Gore Bay came on scene and towed the vessel into Kagawong Marina," wrote Mr. Coomes. "I went to the marina to check on the boat and found it had come up from Sarnia (where Mr. Milne keeps his boat). I was able to find out the name of the sailor so we could try and contact his family." Mr. Coomes pointed out the Kagawong marina has taken good care of the boat since the incident.

He further explained that on July 26 he spoke to Mr. Milne who was recovering in hospital in Sudbury. Mr. Milne relayed the details of his adventure to Mr. Coomes. The sailor had started out from Sarnia on July 15, with his first stop being Heywood Island, then travelling onto the Benjamin Islands, then to Harbour Island and



Clapperton. While at Clapperton on the morning of Wednesday, July 20, "he started to feel unwell, so he decided to up anchor and head for Little Current. He is a diabetic and had different medication prescribed about eight weeks ago and was to gradually increase the dosage, and he was doing exactly that," said Mr. Coomes.

However, "when he had sailed a short way, he became weak and felt as if he was going to faint. As many of us would do, he soldiered on," continued Mr. Coomes. But things went from bad to worse, so Mr. Milne radioed Sarnia Coast Guard on channel 16. They asked for his position and he could not read the numbers on his radio as his eyesight was becoming hazy. He did manage to tell them he had left Clapperton and was heading for Little Current. When talking with him today Mr. Milne said that he should have pushed the distress button on his radio as it would have given them his position, but he did not want to bother them. A good lesson to learn—just do it." "From what I have been told and remember, the OPP boat and officers got me off the boat and to the hospital. Next, I was airlifted to Sudbury hospital and was put on a CT scanner," Mr. Milne told the Recorder.

Mr. Milne, in an email to Roy Eaton and the North Channel Cruisers' Net, wrote, "I am the sailor that was rescued on July 20. I have been safely returned to my home in London Ontario yesterday, July 27. I would like to express my gratitude to all persons involved in getting me to the hospital and getting my sailboat safely into port."

"With all the craziness going on in the world today, it is refreshing to see that there are so many caring and compassionate folks that have come to my aid in my time of need. I am truly grateful to all involved," continued Mr. Milne. "I would like to give a special thank you to all the first responders and the medical staff at Sudbury ICU where they put me on the road to recovery. In the next few weeks, I will be organizing a few friends to assist me in returning my boat to Sarnia."

Mr. Milne told the Recorder on Monday, "I went to the doctor today and am getting better. It really feels good to be on the right side of the grass. Yes, I can't thank everyone who helped me out, enough. If anyone is ever in a situation like I was, they should know that they need to press the radio button—even if they don't think they need to."

"I try to get up to the Island and the North Channel every year. This was my fourth time up there. I have four more years of work then I will be retiring and I will be spending my summers on the Island. That's the plan," added Mr. Milne.

Could this be a choice for social distancing for our FYC headgear? This past year, you could arrange to have the embroidery for the club on any item of clothing you choose.....sooooo



## News related to the UTRCA - and maybe us!



### New Cattail Patch in Fanshawe Reservoir

*ED NOTE: article from the Nov 2021 UTRCA newsletter*

A large patch of cattails has become established in an increasingly shallow area in the north (upstream) end of Fanshawe Reservoir. As the North Thames River flows into the reservoir, it slows down and sediment carried in the water settles to the bottom, gradually accumulating. Over the last few years, the reservoir was kept at a lower level to allow repairs to the Fanshawe Dam. During this time, the shallow areas were likely exposed as mudflats, allowing Narrow leaved Cattails (*Typha angustifolia*) to germinate and establish. This species of cattail tolerates fluctuating water levels and is common in reservoirs, including the upstream end of Pittock Reservoir, as well as in roadside ditches. On the plus side, the cattails are providing habitat for waterfowl and fish such as bass, and take up phosphorus and other nutrients. We expect that the 2020 aerial photographs will show this new cattail marsh. The current Google Earth maps (see photo) show the large shallow zone, estimated at 8 hectares in size. All reservoirs accumulate sediment over time, and this process has been occurring in the Fanshawe Reservoir since it was created in 1952. The sediment is mainly soil eroded from agricultural fields, urban construction lands, and streambanks, in the watershed upstream. Programs are available through the UTRCA for landowners interested in controlling soil erosion



### Citizen Science Program - Data collection in the watershed

*ED NOTE: Article from the UTRCA website – in case you would like to be involved in the data collection!*

The UTRCA has obtained funding from RBC's Tech for Nature program to create a Citizen Science program. Our goal is to raise awareness of climate change and the importance of data collection and sharing in understanding local impacts. The program will see watershed volunteers collecting and reporting information through two existing platforms: precipitation data through CoCoRaHS (Community Collaborative, Rain, Hail and Snow Network), and species presence data through iNaturalist. The objective is to have this data displayed in real time on the UTRCA website for watershed residents to access. Staff from several departments are working together to build a program that will enhance current monitoring efforts, fill data gaps throughout the watershed, and provide easy public access to the information. Contact: Erin Dolmage, Community Education Technician

## The UTRCA and our club....as I see it



### Some background

Conservation Authorities are an entity unique to Canada with delegates travelling from all over the world to see how they operate. Rick Goldt toured quite a number of these groups at three reservoirs over his years with UTRCA. Each Conservation Authority manages a watershed area. Upper and Lower Thames CAs manage the watershed from the source of the Thames River to the mouth of the river.

This system views the entirety of the watershed with its streams, wetlands, forests, land uses, municipality requirements, water storage and draw and so on. There is emphasis on the health and safety of the watershed – water quality, ecosystem, human impact, natural hazard mitigation, land use etc. The programs operating are with a view to this whole picture of the environment within and between watersheds. If this was specific instead to management by municipalities, the result could be a small patchwork of interests and available finances with likely development as a first thought.

In 2019, the Provincial Conservative Government reduced the budget for flood control for all CAs by 50% , at a time when flooding is on an increase in quite a few regions. On Aug 16, a letter to all CA's from the government essentially told the CAs to wind down all programmes not related to the core mandate of the CAs. Core mandate was not defined.

A media release on Dec 8, 2020 stated:

"Ontario's Budget Measures Act (Bill 229) was passed today with Schedule 6 intact, and in fact, bolstered with the addition of Minister Zoning Orders which could force a conservation authority to issue a permit even if it goes against their provincially-delegated responsibility to protect people, infrastructure, and the environment. This is in addition to the already concerning amendments which included new powers for the Minister to bypass conservation authorities and issue permits as well as curtailing the CAs' ability to appeal to the Local Planning Appeal Tribunal"

This obviously affects the ability of the CAs to protect the watershed lands from unwise development/usage from an environmental protection/hazards viewpoint. Already there have been requests for special permission for development in the Oak Ridges moraine, a protected area and source of water for Toronto. (e.g., a convention centre and nursing home). In the past, municipalities would say to the developers that you can do it if you do these things (such as build a storm pond, set aside park land, etc.) The CA had the ability to have one more response – No – in response to environmental concerns (flooding, ecological concerns, etc.)

### An overview of operations , goals and programs in the UTRCA

**The best place that I found that provides a good but brief overview of the UTRCA is their 2020 Approved Budget. You can find it on their website .** Google UTRCA and type in publications in the search box. You'll find the budget there. But here is a precis of some of the content.

The budget addresses each of these areas:

- Water information and management
- Environmental information and regulations
- Watershed planning, research and monitoring
- Conservation services – soil, water quality, tree planting, Clean Water Program
- Land and facilities – working with the communities in long term protection of natural areas, wetlands and forests as well as recreational opportunities for clubs, groups, community, individuals and municipalities for activities complimentary to UTRCA services and programs.
- Conservation areas – recreation, education, access for all abilities, seasonal staff employment. Includes: cycling, camping, canoe/kayak rental, pool, beach volleyball courts, frisbee golf and so on. **NOTE: will show this to you**
- Community partnerships- promotion of stewardship
- Corporate and support services – B of D, staff and programs

Here is an example from the budget of one the areas above "Conservation Areas" of particular importance to the club. It provides more details re the UTRCA's goals:



# Conservation Areas



## What we do:

- Provide a variety of recreational and educational opportunities and facilities on 3200 hectares of conservation lands at Fanshawe, Wildwood and Pittcock Conservation Areas for 650,000 visitors annually.
- Provide improved access to recreational facilities regardless of ability.
- Participate in local job fairs and employ 80 seasonal staff annually to operate the recreational areas.

## Examples:

- Over 1300 seasonal and nightly camping sites, including back country camp sites
- Over 50 km of trail systems for biking, hiking and nature appreciation
- Water-based recreational opportunities including rental equipment
- Variety of special events and environmental programs in partnership with local organizations
- Day use opportunities including picnic areas, playgrounds and pavilion rentals, disc golf, geocaching, sand volleyball, yoga classes
- Cottage program
- Recreational hunting program
- Assist with a range of other UTRCA activities and programs, including:
  - o flood control operations and snow course readings
  - o providing and maintaining land base for Community Education programs
  - o grounds maintenance of the Watershed Conservation Centre
  - o tree storage and pick up locations for tree planting programs
  - o Memorial Forests and dedication services
- Land Management Agreement with the City of Woodstock for portions of the north shore and the entire south shore of Pittcock Reservoir
- Use our conservation areas as demonstration sites for other programs and services offered by the UTRCA (e.g., green infrastructure rain garden, fish habitat creation, shoreline erosion solutions)
- Ensure conservation area lands comply with applicable legislation
- Set annual goals and implement strategies to continue improving and expanding services and opportunities

## Why:

- Lands that were acquired for the development of flood control reservoirs also serve as multi-purpose recreational facilities.
- Create value for the environment by providing local outdoor recreational opportunities.
- Provide safe access to UTRCA-owned lands and permitted activities.

Also, from the **revenue** column for all three conservation parks:

	2019	2020	%inc(dcr)	
<b>User Fees and Other Revenues</b>				
Conservation Areas	3,664,079	3,709,056	1.2%	Fees have been adjusted for volume not price
Planning and Permit Fees	275,000	315,000	14.5%	Fees may yet be changed
Education Fees	184,500	125,000	-32.2%	Reorientation to Targets activities
Landowner, tree sales, cost recoveries	214,800	166,500	-22.5%	
	4,338,379	4,315,556	-0.5%	

## Why am I presenting this?

I have heard questions over the years (Rick has been a member since 1961 and I since 1973) from our membership about our 'Landlord ' concerning what they actually do, will they continue to renew our lease, why we pay user fees.

I have described basically what they do above. In 1953, when the dam was completed, our club entered an agreement for land with water frontage for our sailing club and later UTRCA permitted us to build a fence for privacy and security (when Andy Kertesz was Commodore in 1976). The original main dock consisted of wooden floating docks running parallel to the shoreline. The UTRCA built the current dock for the club in those early years. They will not repair or replace it now.

Our **lease** with UTRCA is very good value for cost and is renewed every 5 years. The current question is if we improve our facilities at considerable expense, will we lose them? We have a long history with this plot of land and lake front since we entered into the agreement allowing us to enjoy sailing at our back door. We have always maintained and developed the facilities for our own use and needs at our own expense— so we can sail. We are not a cost to UTRCA, more of a marketing benefit. With user fees, we now provide income for them that is guaranteed with never an increase in our lease nor need for them to run the facilities in any way. They do provide security for the club.

So much has changed from the early days of the club. There has always been concern that our club is a prime waterfront piece of land that may be more financially useful to UTRCA as part of the campgrounds. From 1953 to the present this has always been a possibility. Never happened.

A possibility of loss of our land could be more tied to governmental decisions. if the current provincial government can push the CAs to end recreational activities, or the mandate of the UTRCA becomes pared down financially to the point of selling lands and ending programs, or if the government wishes to give municipalities more control of the conservation park areas usage things could change. Mind you, the rec activities offered have increased remarkably in the three parks in the past 10 plus years. Fanshawe Park moved from Pioneer Village, FYC, cottages, camping, an active beach (photo 1953) and the rowing club in the earlier years to seasonal camping, cycling and hiking trails, pool and splash pad, the Children's Safety Village, current offerings of night sky watching, photography, canoes and kayak rentals, wedding venues, beach volleyball courts, Furtney Funeral Forest and so on. We had winter cross country skiing for many years (now snowshoeing if there is snow) and some other CAs further north have ski slopes and zip lines.



These 2020 suggested provincial changes could all impact the club as we know it positively or negatively. The three situations suggested above are possible with the current government's fund cutting focus esp. with the huge debt incurred with the coronavirus. It is all an unknown how far it will go. Media releases state there has been little discussion or clarity with the CAs about the government plans



**User fees:** The car/boat permits that eventually were required to be purchased by club members makes our club more profitable to the UTRCA and adds security to the club facilities continuing. It also maintains our original agreement for lease with no cost changes.

The question of these user fees is more complex. UTRCA is funded at all levels of government; federal, provincial and municipal. With each elected provincial government, funding does change. This year changes are hitting all Conservation Authorities hard. Some parts of the loss such as tree planting pre COVID-19 are picked up by the federal government. Municipalities are levied based on population size, use of services of the UTRCA and need. (e.g., in London- flood control, land use management, monitoring in the watershed, education programs, storm water management.) Again, with COVID-19, the municipalities, particularly some of the smaller ones, are looking for financial breaks or added income. The Park operations for Fanshawe, Wildwood and Pittock are to be self sustaining so the user fees are directed to that: security, seasonal staffing, maintenance of roadways, land, trails, parking areas, buildings, whatever. Whether it is fair to the club, not sure.

Anyway, I believe we need to support the UTRCA and continue our good relationship with them. And we need to work on our facilities to enjoy our sailing within a half hour of or homes!!

## July 9, 2020 The Impact of Covid-19 on boat sales



A complete surprise, the Covid-19 boosted boat sales in Canada, especially for Quebec and Ontario. I would say that anything that floats below \$ 200,000 and that was in relatively good condition found takers, of course watercraft and small boats were among the first to find takers, very quickly.

For the \$ 200,000 to \$ 300,000 category too, but less surf. For the category of \$300,000 and more, let's say it was as usual. What is significant above all is what we observe in our neighbours to the south. Many very recent boats for sale with very significant discounts, especially for the 2015 and above.

But the constraints at the Canada / USA border greatly limit the market. In fact, Covid-19 is very active in the southern states and the quarantine in force on return to Canada means that Canadian buyers have little presence on the market. The deals are as always on the American side, especially in the south, but we must not forget the Great Lakes market (Michigan, Erie, Lac St-Clair), which is the 2nd best

market in North America, without forgetting the greater region of Maryland and subsequently from New Jersey to Boston.

This latter region is almost identical to ours. The boats are 6 months a year out of the water (winter) and the salt water is no more frightening than that of the boats which sail from Quebec to Tadoussac or Rivière-du-Loup. It is certain that over the years,

some have tried to demonize the boats in salt water, especially to avoid that we look at this market which because of the abundance of supply, allows the boater substantial savings purchase.

Of course, as long as you acquire a wreck, it is better to have it in fresh water, but there are also boaters on the American side who take care of their boat. Each boat must be assessed on merit, analyze, verify its history, in short be the subject of research, inspection, verification before making an acquisition.

Some mention the currency USD in relation to the currency CAD, it should not be forgotten that Canadian dealers pay their boats in currency USD, so he did his homework and checked in the end the differences which are sometimes very surprising or say very advantageous for the Canadian yachtsman. An abundant supply always causes a favorable market for the buyer. It is difficult to find such a market concept in Canada.

## We have blue green algae, Australia and Tofino have foam!

Our daughters live in the foam worlds while we exist in the algae world! These last few months have resulted in a much greater and number of heavy storm surges and heavy rain in Australia along the Gold Coast including Byron Bay, surfers dream place. The same has occurred in Tofino...king tides with storm surges. The occurrence of these storms has increased and is eroding beaches hugely.



'Sea foam is largely protein that's coming from degrading organic matter in the oceans and that would largely be plankton, algae, a little bit of fungus, a little bit of bacteria and as it degrades it forms something that is kind of like the surfactants or the foaming agents we see in soap,' Professor Jodie Rummer of James Cook University told Reuters'.

Soooo, is one better than the other? Green 'paint' socks on the feet up to the ankles or lose the boat in foam? Hmmm.



## How dangerous is sailing?

**Sailors experience fatalities at a higher rate than that of sports known for high speeds, falls and collisions (including skiing). In fact, falling overboard, high winds and operator inattention are known factors lifting American sailing death rates, with alcohol implicated in 15 percent of all sailing deaths. Apr 17, 2016 **ED NOTE: wear that PFD!****

## Happy Holidays FYC!



### 'Twas the night before Christmas...

Published on December 19th, 2017

A poem by Martin Evans, shared by the [Extreme Sailing Series](#):

'Twas the night before Christmas, and those with sea legs,  
Were dreaming of waves as high as mastheads;  
The stockings were shackled to the transom with glee,  
In hopes that St Nick would find them at sea;  
The sailors were nestled all snug in their quarters,  
With visions of sun, fair winds and calm waters.

The salty old captain, helm at his hip,  
Had just set the bearing, for a long passage trip;  
When out on the horizon arose a bright light,  
So I sprang from the bed and looked out to the night;

The ocean on deck greeted me with a splash,  
As I asked in despair, "was that a crash?"  
Our vision impaired by the fog growing thick,  
Was it a crash, or do my eyes play a trick?

When, what to my wondering eyes should appear,  
But a miniature sleigh, and eight wet reindeer;  
A spluttering driver, scrambled up from the floor,  
And called to his reindeer, "let's try that once more";

Over the mast the red sleigh did fly,  
As the captain and I tipped our heads to the sky:  
"On Dasher, On Dancer, On Prancer and Vixen,  
"On Comet, On Cupid, On Donner and Blitzen;

The reindeer dragged the sleigh around in an arc,  
Glowing so bright as to banish the dark;  
Lining up from aloft, he aims for the yacht,  
It seems that the driver will give it a shot;

But if he landed on water, surely he'd sink,  
His sleigh and his cargo, all bound for the drink;  
But onwards he pushed, like a runaway train,  
The reins on the sleigh screeching under the strain;

Now inches from the water, the spray did rise,  
Whilst the captain, he quivered, hands over his eyes:  
With a bang and a crash and a thud and a scream,  
The driver had nailed it, and stopped just abeam;

From the red sleigh the driver boarded our boat,  
Wearing boots of fine leather and a shiny red coat;  
The captain demanded, "tell me who you are",  
"Why I am St Nick, and I come from afar";

"I come bearing gifts, you have nothing to fear",  
"For tonight is a very special time in the year";  
From his sack pulled St Nick, a gift wrapped in gold,  
A present for me on that Christmas so cold.

What joy it did bring on that lonely dark crossing,  
To have something to put in my damp Christmas stocking;  
And for the old captain, whose nerves were now calm,  
A gift for chapped lips, some soothing lip balm;

"Now" said St Nick, "it is a true shame",  
"But I must now be gone, as quick as I came".  
His bold, loyal reindeer could tread water no longer,  
As the wind and the waves; began to grow stronger;

With a 'Ho Ho Ho' he hopped back in his sleigh,  
With the whole world to visit, before the next day;  
In the blink of an eye he was gone in a flicker,  
Leaving a dusting, not snow, but of sparkling glitter;

Wiping tear from my eye, I'd never felt such delight,  
Happy Christmas to all, and to all a good night