



from ur editor

Well Sailors, I am setting down the pen at the end of 2022. Our esteemed and highly talented Website Coordinators, Kevin Biskaborn and Carleen Hone are transitioning to a new club website. Kevin moved to the north so can no longer maintain the site for us. It will be exciting to see the new site online!

If someone would like to continue the Dockside Scuttlebutt you would be more than welcome. As editor, you can make the newsletter as simple or as fancy as you wish. Check out the newsletter archives on the website to see what has been done.

To me, the newsletter may not be read by all members but it does act as a document of the events and changes in the club over the years – such as

- 🚤 the rise and fall of our great reservoir (Photos from the NFB movie: the rise and fall of the Great Lakes) – of real note this season! Never mind microbursts of winds!



- 🚤 New facilities over the years and yet to come (see **Around the Club** section in this issue)
- 🚤 Notification and reports on events -social, regattas, informal racing
- 🚤 blogs from our sailors, poems, stories
- 🚤 unusual events – such as Covid, weather, reservoir levels
- 🚤 and more – finances, events in the three CAs, noteworthy events in the community for sailors, news in sailing techniques and equipment, our landlord UTRCA.

I think the new website along with the facebook page and club email can continue the conversation and maybe encourage more response from the membership. Information will be available on a more timely basis than the past newsletter issues posted 6 times per year. Still, I do believe there is a place (esp archival) for the newsletter if someone enjoys writing!!



2021 and 2022 FYC Events Schedule



Board of Directors' Meetings: Held on the first Tuesday of every month.

A potluck dinner and bonfire will be held on the second Friday of every month starting May 13/22 (5:30 pm)

Informal Racing will occur on every Wednesday evening beginning May 4 if warm enough. Thursday will be the alternate day if there is no wind or way too much wind, rain and/ or lightning!

2021

| | |
|-------------|--|
| Oct 13, Wed | Last Informal Race night |
| Oct 16, Sat | Fall work party |
| Oct 17, Sun | Fanshawe, Wildwood & Pittock CA close for season |

| | |
|------------|---|
| Nov 6, Sat | 64 th Annual Banquet, Season end |
|------------|---|

2022

TENTATIVE SCHEDULE

| | |
|-----------------------|---|
| Jan 21 – 30 | Toronto International Boat Show – in person |
| Jan 25, Tues | General Members Meeting |
| Mar 30, Wed | AGM |
| Apr 23 Sat | First spring work party |
| Apr 30 Sat | Second spring work party |
| May 1, Sun | Wildwood, Fanshawe & Pittock CA Open |
| May 15 Sun | Sail Past and Commodore's Reception |
| May 28 & 29 Sat & Sun | Open House |
| Jun 18 & 19 Sat & Sun | June Bug Regatta |
| July 17 Sun | Commodore's Cup Regatta |
| Aug 20 & 21 Sat & Sun | Club Championship Regatta and Corn Roast |
| Sep 9 -11 | Airshow London 2022 |
| Sept 11 Sun | Plywood Class Regatta |
| Oct.1 & 2 Sat & Sun | Pumpkin Regatta |
| October 15 Sat | FYC Closing Work Party |
| Nov. TBA | End of Season Banquet |

Letter from the Commodore's Desk Commodore Bonita Magill Oct 7, 2021

WOW, what a roller coaster ride we had this season with the weather. In early September we had a weather anomaly something like a mini tornado that disrupted the moorings and sent boats closer to the main dock. One boat was found halfway up the lake with its mooring ball still attached. Our Harbour Masters, Carleen Hone and Jim McKenzie plus a few more volunteers were able to right the situation with a lot of hard work and ingenuity.



(Photo: Bonita and Bob Magill)

The next weather event happened on September 23rd with the reservoir rising by 4 ½ metres making access to the water impossible. Bob Magill, John Ellington, Rick Goldt and Jim McKenzie were instrumental in rescuing the moored boats by extending their mooring chains. They were able to prevent these boats from sinking. Then many more volunteers working together brought endangered boats (rescue, tenders, and personal dock boats) up to the south parking lot with the hope that the water would not get that far up.

I volunteered at the Pumpkin Regatta with registration and then I assisted with flags on the barge as the regular volunteer was not able to make it. John Kabel, our Race Officer, was very patient, informative while instructing me on the tasks I would need to do. Everyone should have this opportunity at some point during their time at FYC. It was an amazing learning experience for me.

Watching the race from the barge was exhilarating. Learning about the required flags, not all by any means, but that is perhaps for another day or season. Many boats crossing the finish line separated by seconds is a real challenge, especially for a novice. John was very watchful and there were no infractions. Let's not leave out the weather **It rained all day Sunday**, but something that was incredible was a slight breeze pushed a fog bank across the lake and over the east side bluff right in front of us. I had not seen anything like this before.

I am looking forward to next season with renewed energy to resume our potlucks and bonfires. Please check the website as all events will be there in due course.

Be Well, Stay Safe and we will talk soon.
Bonita Magill, your Commodore

64th FYC Annual Banquet – our end of season gathering! November 6, 2021

From our Commodore, Bonita Magill

After several discussions with Stephanie Holmes, Event Coordinator for Forest City National Golf Course I asked her if she had any recommendations for how we should proceed given the present number of tickets sold.

Stephanie thought the best course of action, at this point, would be to cancel our event as we would likely not meet the minimum guest requirements by October 23rd which is the date she had asked us to give numbers and menu requests.

Stephanie stated that if we were to cancel immediately the Venue would not charge the normal cancellation fee as she felt we couldn't be blamed for the upheaval Covid has caused us all.

This morning I sent an email to Stephanie cancelling the Banquet and thanking her for this opportunity to do so without penalty.

For those who have purchased tickets already, you will receive reimbursement by cheque within the next few weeks.

Keep well and Stay Safe.
Regards

Name the FYC Mascot contest!!!

ED NOTE: I received a note from our Commodore Bonita about an occurrence during this month's high water. This plus a bit more information follows:

During the last high water, we pulled a full-sized family tent from the lake. It contained the usual camping gear you would find inside a tent and some personal things but no identification. There was a stuffed toy tiger among the items. The owners could not be located



Gerry Triesman (Membership Chair) said it best suggesting we put it out to the membership to name our rescued stuffed Tiger. Claudio (Vice Commodore) suggested to make it a contest and pick the winner at the banquet :) John Kabel (Treasurer) suggested: A contest! We need a name and no more than 25 words of explanation for the choice. The Members will select the winning name at the Banquet.

ED NOTE: Why a tiger as a mascot? well, there are plenty of reasons! These memos went out:

I do hope we get to keep our mascot, the cute stuffed tiger. If we do, we should, as Claudio suggested, give it a name and announce that at the banquet. As it was rescued from Fanshawe Lake, it is fair to say that this is a Water Tiger. Well, according to the Chinese zodiac, Tiger is the representative sign of 2022, and it belongs to the Water element based on the Chinese Five Elements.

My suggestions for a name of our Water Tiger ---- Ariel (same name as the mermaid in the film which tells the story of a mermaid named Ariel, who dreams of becoming human). In our case, not only a human, but a sailor.

There must be more names we may like. Go ahead and make a suggestion. Please. J

Ariel, or ??????? will assure us a formidable start of the 2022 sailing season with nothing but good luck.

What do you think? We've got to keep it light. Running a yacht club is serious enough. Cheers **Gerry**

ED NOTE: Some basic research tied tigers to the sea, sailboats and adventure!

Movies: The Life of Pi

The tiger, Richard Parker, metaphorically represents Pi. Tigers usually represent strength, agility, fierceness, and power. Pi feels powerless, and through his tangle with Richard Parker in the boat, he attains that power and grows into "Richard Parker." He becomes the tiger.



Sailboat designs: The Flying Tiger



the Tiger Hobie



My Life with the Tiger By Linda D. Addison

My old life shipwrecked.
I am stranded in between.
The Tiger: imagined fear of the
unknown future,
looking into the eyes of that wild
animal:

"I am your vessel," I say.
"Above all, don't lose hope."

I feed the creature,
we are connected,
finding an uneasy balance.

I look it in the eye,
my determination for life
stronger than fear.

And yet fear keeps me alive.
I plead with danger
"Come out and see God."
In a relentless storm

"Why are you scaring me, God.
I have given Everything to You."
We are tossed by Your storm.

Almost drowned I approach the Tiger,
my life, to revive it.
I lean the beast's head on my lap.
When we finally land, barely alive,
on safe ground, my danger, my Tiger
walks into the jungle, its home,
without looking back.





2021 Fall Work Party

ED NOTE: This is the notice for the fall work party from Claudio Martin, Vice Commodore:

The club has had to weather a few storms this summer, but it seems we all made it through and hopefully the Pumpkin Regatta will be a successful event to wrap it up!

Our Fall Clean Up is Saturday Oct 16, starting around 830. Can you please click on the link below and indicate the task(s) that you are able to do? The number of people needed for each is shown in the description. If you prefer to just email me your preference, I can add you to the list.

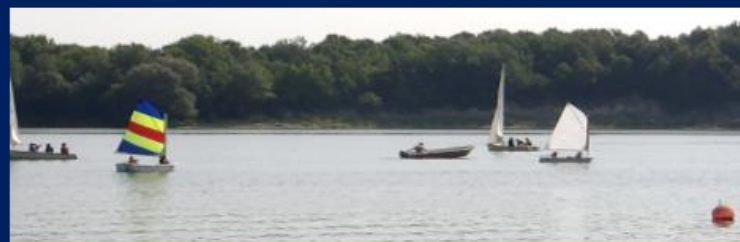
https://doodle.com/poll/h96ns6x2d52gh5s7?utm_source=poll&utm_medium=link

1. South Dock Disassembly (5 people)
2. South Dock Move Parts (5 people, one with tow vehicle)
3. Mooring Ball Removal (2 able bodied people to assist Jim / Carleen)
4. Sail School Boat Storage (8 people)
5. Barge and Club Boat Removal (6 people; last job of the day)
6. Clean Mooring Balls, Marker Buoys, Club Boats (5-6 people)
7. Miscellaneous - Remove and store stuff, cover race hut windows (5 people)
8. Main Dock - remove carpet, tires (5-6 people)

COVID-19 Protocols remain in effect. Our membership includes elderly people with pre-existing conditions and we have so far been successful (as far as I know!) in avoiding transmission at the club. Let's try to keep it that way!



Work
Safely
Sailors!!



From the Sailing School 2021 Vera Eames, Sailing School Director

Our 2021 season had a bit of a rocky start this year. Of course, there was the uncertainty of whether we could have a season at all due to the pandemic restrictions – remember that? Oh yeah, we're still experiencing it. The Sailing School committee was determined to have a season if legally possible, considering the 2020 season was cancelled. Finally, just in time, we were given the go-ahead for the youth classes. It was a scramble to verify with our instructors that they had a job; and to contact all the waitlist registrations to update them with the good news and confirm that they wanted their family members to participate. Then the task of processing all those payments at once. We were very sorry to lose Denise Kinting both as a member of the club, and as the guru of all things Checkclick among many of the other tasks she had taken on to keep the school in fair winds. It took a few tries to replace her which meant all these registration changes fell onto yours truly.

For some reason that I still don't fully understand, the adult courses were not given the green light until a bit later. Initially we were allowed to give a course with only couples from the same household – so that meant contacting all those on the waitlist and finding out who that included; and which days would work best for most of them. We were able to get a class of 4 couples started in mid-June. Eventually we were allowed to have classes for all, but not only did this mean contacting everyone on the waitlist once again to confirm which days they preferred, but that the instructors were giving adult classes on evenings and Saturdays while the youth classes were in full swing. Those instructors truly deserved all the overtime pay they accrued. The postponements meant that we lost about 50% of the adults who had originally signed up due to other summer commitments; and we had to cancel one of the classes due to running out of time.

This is a good time to talk about our team of instructors this year. They were truly remarkable in pulling together under the very capable leadership of Ethan Willoughby as head instructor. We had a mixture of experienced and new instructors who helped each other out and did their best to keep things moving in a safe way. Thanks to Ethan, Ryan Berkley, Matthew Peters, Collin Town; and Riley McCluskey filling in the requests for private lessons. As manager, Jeff Eames had to do a bit of pushing to get all the breakages reported in a timely fashion but eventually the team appreciated being able to count on getting those repairs done ASAP and not having to do quite so much jury-rigging. At our final team meeting it was agreed that all we were missing on the instructor team was a female presence. We hope to be able to correct that next

season. Comments from parents were all positive with compliments as to what a great program we offer.

There were a lot of changes on the Sailing School Committee during the season, but we ended the season with a group of members who were truly willing to contribute to the work that's required to keep the Sailing School running and, as demonstrated by the past couple of weeks, willing to donate their time to get the school "put away". Having our final meeting with the committee and instructors together gave everyone a chance to finally put faces to names and get to know each other a bit. This certainly helps to solidify a feeling of working together. Thanks to Jason Piovesan, Gilles Sweet-Boulay, Peter Wilkins, Kate Easton, Riley McCluskey and ex-officio Bonita Magill for all your time and efforts. Discussions are already underway as to what we can do better/differently next season. Suggestions from the membership for changes or improvements are welcome. Bear in mind that if those suggestions are not relayed to a committee member, or you don't join the committee yourself, those great ideas of yours are wasted. All the committee members are doing the best we can with what we know.

Many of you would have seen our new acquisition, the RS Quest. The instructors and students certainly appreciate all the advantages of this boat and, as the CL's age and parts are no longer readily available in Canada at least, we look forward to slowly replacing our fleet with the Quest and the smaller RS Feva. Hopefully they will mean much fewer repairs required as well. It's been fun to watch the fleet of Optimists used in the Wet Feet program for children aged 7-9 primarily. In one short week, you can see their confidence building and the enthusiasm is infectious. What a good initiative it was to finally get that program under way after years of talking about it!

We did not have a Race Team this year and I know some members wonder why we even bother with it. The truth is that, not only do we need students to get at least CANSail Level 5 (Race Team is CANSail Level 5/6) to instruct Level 3 and 4; but it is a presence that motivates our younger sailors to continue in the sport. We are going to have to get more creative as to how to run this program because our potential participants find it difficult to dedicate a full summer that is required to achieve the levels. They are of the age that they have to be thinking about summer jobs and, missing the 2020 season altogether has meant our potential participants are 1 year older. Also, we have to make some investment into the program, most notably the need for a new coach boat. Our old Zodiac was deemed not worth trying to stem the water leakage once again and our club steward was able to sell it to someone looking for a winter project. The search is on for a replacement. Any leads are appreciated. Thanks to Rick Goldt for working through the winter months and making repairs to our old Laser fleet and to some donated lasers in anticipation of a race team. And thanks to Betty Dietrich, a former club member, for her donations to the fleet.

All in all, it was a good season that was a lot of work to put together in a reduced amount of time. Our beginner youth classes ran at full capacity for the full summer. We are waiting for the final tally but believe we ended "in the black" so have some funds to continue to improve our fleet with additional Quests and maybe some RS Fevas.



I have resigned as Sailing School Director, nor will Jeff be Sailing School Manager next year. So, there are vacancies to be filled but, with most of the team planning to return next season, whoever takes the position has an excellent base to work with ensuring Fair Winds for another season.



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High waters and strong winds at our club

As most know, we have had a bit of rain. The water level in the lake yesterday was about 4 meters. (ED. *NOTE: actually, peaked at 5.016M*) above normal. (The light stands on the main dock are under water!) This created a situation where anything floating on the water and fastened to land had a problem.



Jack Blockers Paceship (photo) looked like the bow was loaded with lead weights. All boats in the mooring field needed their main hookup chain removed and are now fastened with extended painter lines. Unfortunately, some chains had to be cut due to severe tension. Easily fixed though with a link. No boats appear to have been damaged but one Mac 26 and the club barge, "Elmer C" did take an unscheduled trip across the lake along with attached mooring balls, chains, and weights. All have been successfully retrieved.

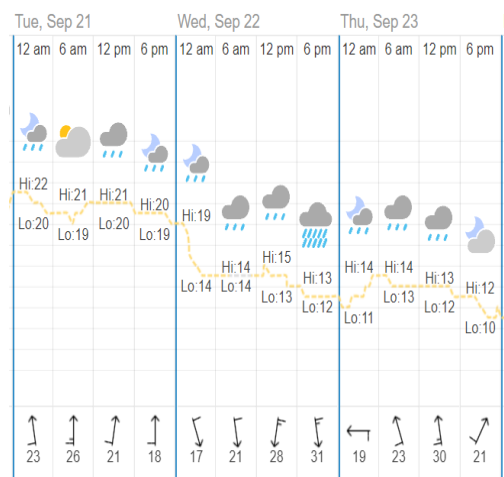
The members having personal docks will have some work ahead as all docks have been affected.

Our sail school and launch docks will be needing some new parts. The 4-meter change in elevation has broken some of the fittings. Hopefully, the docks themselves are ok.

Thanks to all the folks who came out.

Bob Magill, FYC Steward

ED NOTE: In late summer we also had a strong down draft of wind that pushed the moored boats into a tighter bunch and out of alignment. Thanks so much to Jim Mackenzie and Carleen Hone once more for reorganizing the moorings in both wind and flood conditions. Definitely not an easy job. The weather leading to the highwater at our sailing club



South ramp with floating docks floating away



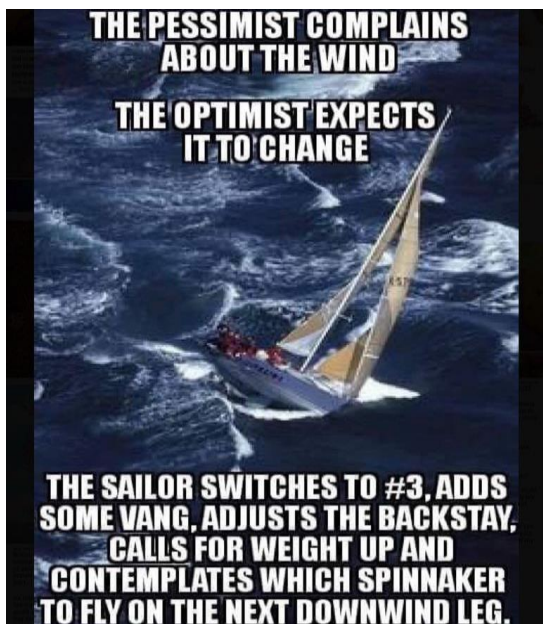
Boat on shoeline finger dock



North ramp

Docks scrambled





2021 Around the Club

1. Kitchen woes: There has been an issue with the kitchen sink drains requiring the help of a plumber. Please note the new signs posted above the sinks. DO NOT rinse grease and other food debris down the drains or the problems will recur.



2. Covid: Thank you to all those who used the sailing club facilities over hos season for following the Covid Regulations. We have had no reports of Covid at the lake and are very grateful for that. It ws good that we were able to have 3 regattas and a social event this year.... hopefully it will be a full season in the summer.

3. Membership: we had 74 sailing members this year. The dragon boat clubs were not active at the club this season so only retained their facility user status. As a result, there was a drop in the fees paid affecting the club's finances.

Meanwhile, the sailing school was quite busy ending the season in the black.

4. Volunteers: Our club cannot function without volunteers from the Board of Directors with Supporting positions for both the club and school, to help with safety boats in regattas, to work parties, to unexpected needs such as happened with flooding and wind damage, and on. Thank you to everyone who gavetheir time to help. t is very much appreciated and is the best way to meet other sailors.

We have 2 paid positions at the club that maintain all the facilities and equipment at the sail club and in the sailing school. Jeff Eames and Bob Magill put in a lot of hours to manage this. Thank you, gentlemen!

A word of warning.....

If you happen to be on anchor for happy hour at the end of your sail and prefer those lime-based cocktails (lime rickey, mojito) you need to be aware of this!

Lime juice can cause chemical burns if it reacts with sunlight on your skin.

Just sayin'....



2022 Regatta Reports



AUG 28 and 29 2021

Report

It's back to its original format!!! Here are the results with Jens Biskaborn the 2021 Champion

2021 Club Championship: Racing Results

Aug 28 - 29, 2021 17 Sailors

Club Champ: Jens Biskabom (1st Championship) Laser Class

LASER 5 7 1

| Place | Skipper | Sail No | Club | Points | R1 | R2 | R3 | R4 | R5 | R6 | R7 |
|-------|----------------|---------|------|--------|----|----|----|----|----|----|----|
| 1 | Jens Biskabom | 20791 | BYC | 8 | 1 | 1 | 3 | 1 | 1 | 4 | 2 |
| 2 | Rick Gold | 36585 | BYC | 14 | 4 | 3 | 4 | 2 | 2 | 2 | 1 |
| 3 | Kate Easton | 184626 | BYC | 17 | 5 | 5 | 1 | 3 | 4 | 1 | 3 |
| 4 | Jim Mackenzie | 30252 | BYC | 19 | 3 | 2 | 2 | 4 | 5 | 3 | 5 |
| 5 | Claudio Martin | 173203 | BYC | 23 | 2 | 4 | 5 | 5 | 3 | 5 | 4 |

OPEN A 4 7 1

| Place | Skipper | Crew | Sail No | Class | Club | PN | Points | R1 | R2 | R3 | R4 | R5 | R6 | R7 |
|-------|----------------|---------------|---------|----------|------|-------|--------|----|------|------|------|------|------|------|
| 1 | Andy Turnbull | Lucy Turnbull | 8732 | Wayfarer | BYC | 91.6 | 7 | 1 | 1 | 1 | 1 | 1 | DNS5 | 2 |
| 2 | Kyle Smith | Owen Smith | 912 | RS 400 | BYC | 82.3 | 11 | 2 | 2 | 2 | 3 | 2 | 2 | 1 |
| 3 | Max Lucas | Isaac Clavel | / | DL 14 | BYC | 101.2 | 16 | 4 | DNF5 | 3 | 2 | 3 | 1 | 3 |
| 4 | Gabriel Clavel | Isaac Clavel | 1775 | J/15 | BYC | 91.9 | 26 | 3 | 3 | DNS5 | DNS5 | DNS5 | DNS5 | DNS5 |

OPEN B 4 5 7 1

| Place | Skipper | Crew | Sail No | Class | Club | PN | Points | R1 | R2 | R3 | R4 | R5 | R6 | R7 |
|-------|---------------|------------|---------|-------------|------|-------|--------|----|----|----|----|----|----|----|
| 1 | Josh Leonard | | 2 | Peacship 19 | BYC | 107.4 | 8 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 2 | Jeff Eames | Vera Eames | 9 | Sirius 22 | BYC | 96.7 | 12 | 2 | 3 | 2 | 1 | 2 | 3 | 2 |
| 3 | Bob Magill | | 1305 | Tanzer 22 | BYC | 95.3 | 16 | 3 | 2 | 3 | 2 | 3 | 2 | 3 |
| 4 | Mark Anderson | | 384 | CS 22 | BYC | 94.1 | 24 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |

CHAMPIONS RACE 3 5 1 1

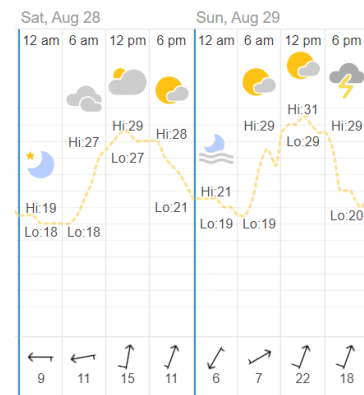
| Place | Skipper | Crew | Sail No | Class | PN | Elapsed Time | Corrected Time |
|-------|---------------|------------|---------|-----------|------|--------------|----------------|
| 1 | Jens Biskabom | | 20791 | Laser | 91.1 | 00:22:01 | 00:24:10 |
| 2 | Kyle Smith | Owen Smith | 912 | RS 400 | 83.3 | 00:23:00 | 00:27:37 |
| 3 | Jeff Eames | Vera Eames | 9 | Sirius 22 | 96.7 | 00:29:20 | 00:30:20 |



(Yes, Rick it's true! Read Rick's point of view under the next Pumpkin Regatta Report)

These were the weather conditions for the Club Championship Regatta, seems that the winds tend to be light on regatta days but yet, seven races were managed.

On the Saturday of the Club Championships, sailors, friends and families gathered on the dock, safely distanced and with masks and sanitizers, to enjoy a corn roast, sub and dessert meal organize by Bonita Magill. The choice of the dock this year was with a goal in mind the 2021 Airshow London was our entertainment!



The dock is an ideal viewing platform as the planes set up their formations right over head as they make their way to the airport. Both the US Blue Angels and Canadian Snowbirds participated, not to mention eardrum bursting jets I SAID....



A very pleasant evening. Thanks to all who assisted Bonita with the meal and clean up later. A fine day for our first social gathering of the summer!



OCT 2 and 3, 2021 Report

The Pumpkin Regatta 2021 – more views from the perplexed. – R. Goldt

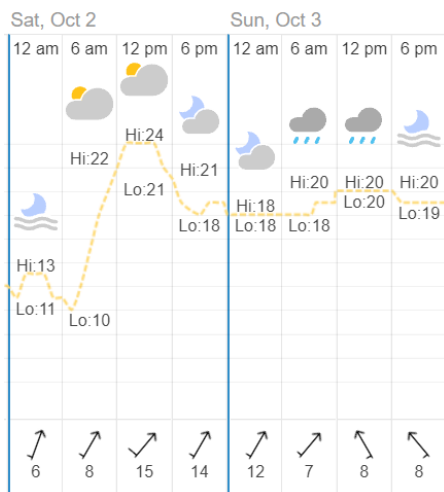
As I sit here and reminisce about the 3 “coping with Covid” regattas we had in the second half of summer, a recurring theme keeps coming across. I could have chosen from a number of themes, but I chose the following. As I can only speak of the experiences in the small but competitive Laser Fleet, the theme has become.....” and Jens wins again”. And why did he win again and again? Well, sails the Laser a lot, uses that darn aging sail from his aging old first Laser that on its own terrorizes others downwind, and finally the 3 regattas; Firefly, Club Champs, and Pumpkin were remarkably similar, he just got used to the same conditions, better than the rest.

The Pumpkin had the south - south west winds as with the Firefly regatta (review the August Scuttlebutt article), up and down wind conditions, sometimes from here, sometimes there, all packed into as it was a one day Saturday regatta. Sunday was a fog out, rain out – no wind day.

As before Jens struck a dagger into the decks of the other competitors by overrunning the opposition on the downwind legs of the first 2 races. I particularly know how it felt sailing downwind, hopelessly looking behind and seeing an armada, being the rest of the fleet along with a few other Wayfarers and larger boats thrown in, reek havoc over my divine right of position by bringing with them a fresh breeze from behind (it smelled ill to me). By the time lunch rolled around after 2 races completed Jens (20791) – (really a newer #170,000s hull) had seemingly inflicted damage across the fleet possibly relegating the other 4 boats to think about sailing on a cruise down to mark no 6.

There was no scheming during lunch to see how we could rid ourselves of this blot on our records, so as usual Lasers did their own thing (singlehandedly one would presume) and started to wise up to Jen's methods. While he looked impressive in the next races the others put him behind (again individually) and tightened the standings up by the end of the day. Of course, the outcome was the next 3 boats ended up tied for 2nd. It would be sorted out on the Sunday and Jens would be dealt with.

Come Sunday the three 2nds schemed as to how to catch Jens, or entangle him in his mainsheet at least, No sooner was the plan set, than Jens launched and disappeared into the fog. But where did he go, is this some sort of a trick to get us all logged up in the fog, rain, and calm that prevailed? Ah no, at last, we tricked him with our faux launch, stayed nice and dry, and had the races cancelled. We were all happy



for him as we were sure he was savouring his soggy victory. Unfortunately, the three 2nds remained 2nd until some higher math was applied to sort them out.

It should be seriously mentioned that 3 Wayfarers made up a fleet for the first time in many years, just maybe a bit of resurgence to allow FYC to proudly host other Wayfarers from out of town at next years regattas.

One other thought, have the big boats come back from mark # 6 yet???

2021 Pumpkin Regatta: Racing Results

Oct 2 - 3, 2021 13 Sailors

LASER

| Place | Skipper | Sail No | Club | Points | R1 | R2 | R3 | R4 |
|-------|----------------|---------|------|--------|----|----|----|----|
| 1 | Jens Bakaborn | 20791 | FYC | 4 | 1 | 1 | 2 | 1 |
| 2 | Rick Goldt | 38585 | FYC | 7 | 4 | 2 | 1 | 1 |
| 3 | Kate Taiton | 184838 | FYC | 7 | 3 | 4 | 1 | 3 |
| 4 | Jim Mackenzie | 30252 | FYC | 7 | 2 | 3 | 2 | 2 |
| 5 | Claudio Martin | 173203 | FYC | 13 | 5 | 5 | 4 | 4 |

WAYFARER

| Place | Skipper | Crew | Sail No | Club | Points | R1 | R2 | R3 | R4 |
|-------|-----------------|---------------|---------|------|--------|----|----|----|----|
| 1 | Andy Turnbull | Lucy Turnbull | 5732 | FYC | 3 | 1 | 1 | 2 | 1 |
| 2 | James Scudamore | Jenny Elson | 8742 | FYC | 6 | 2 | 2 | 1 | 2 |
| 3 | Max Lucin | Peter Laber | 6584 | FYC | 9 | 3 | 3 | 3 | 3 |

OPEN B

| Place | Skipper | Sail No | Class | Club | PN | Points | R1 | R2 |
|-------|---------------|---------|-------------|------|-------|--------|----|----|
| 1 | Bob Magill | 1305 | Tartan 22 | FYC | 95.3 | 2 | 1 | 1 |
| 2 | Josh Lehmeyer | 2 | Paceship 19 | FYC | 107.4 | 4 | 2 | 2 |



Docks & Shoreline Project An On-Going Analysis and Plan for the Future

ED NOTE: This report was submitted in 2019. Since then, R. Goldt has prepared a report to submit to the Trillium Foundation for a grant to fulfil some of the most urgent construction on the dock. It is impossible for the sail club to finance a full dock replacement on its own and certainly there will be restrictions on what can be done if we do receive a grant.

One priority again is the stairs on the north end of the dock that are deteriorating, from changing water levels, seasons and continuous dampness in the woods.

Fanshawe Yacht Club Report on Selection of Preferred Alternatives for Repair, Replacement, or Alteration of Club Docks Draft Feb 20, 2019 – R. Goldt Document

Summary: Preferred alternatives and recommendations for the North sheet wall dock and the South FYC and SS floating docks and access walkway are:

North Dock:

- 1) Undertaking alternative 7a, construction of 2 smaller sheet pile abutments and adding of a small number of floating finger docks at an initial estimated cost of \$195,000 (2015 – 2017\$).
- 2) Alternative 7a permits longer term expansion of dockage, access, and use of the existing sheet wall dock over time until failures or abandonment may require further work.
- 3) Walls for dragon boat dock anchorage may be extended with any option but be at the cost of the DB as private shoreline dockage.
- 4) Longer term expansion of 7a incorporating Alt 4c – 6 to full buildout may cost an additional \$305,000.

South Docks:

- 1) Undertaking alternative 2b anchoring the inboard ends of the FYC floating docks is a priority and preferred alternative for addressing only the FYC docks at low cost of about \$11,000. **Additional methods were evaluated late 2018 for in board anchoring that may also reduce the need for outboard anchoring. Selection of other alternatives would also improve on this alternative.

2) Alt 4c – floating walkway to SS docks was the preferred alternative at \$22,800 however costs would be fully borne by the SS.

3) Selection of alternative 6a ranked 3rd highest – attaching ½ of SS docks along the shore to the FYC docks or 6e ranked 2nd highest- orientating the SS docks along the shoreline and attached by access floats to the southerly set of FYC docks would provide more cost-effective anchoring of some of the FYC dock and potentially reduce additional dock purchases costs each for FYC and the SS.

4) Alternatives 6a and 6e may cost between \$21,250 and \$25,000 respectively and would be cost shared between the FYC and SS.

General Recommendations:

1) A budget and fundraising objective of a minimum of approximately \$225,000 (2015- 2017\$) should be established to carry out the noted preferred alternatives for the North and South docks. To allow for cost escalation (Inflation, EZ dock US \$ exchange) the total cost estimate should be increased by 20% to \$270,000. Cost sharing between the FYC and SS should be considered for preferred alternatives at the South docks where benefit would be for both groups.

2) Budget estimates should be confirmed by cost inflation adjustments, specific scrutiny of technical options and configuration at the South docks, additional engineering costing confirmation for the North Dock, specific other club considerations (DB), and review of cost sharing should a new entity be established for the operation of the FYC infrastructure.

3) Funding opportunities should be reviewed (egg Trillium) as to potential annual or phased funding and whether other funding plans could be or need to be advanced.

4) This report could be updated and modified to suit future budgeting and funding purposes.

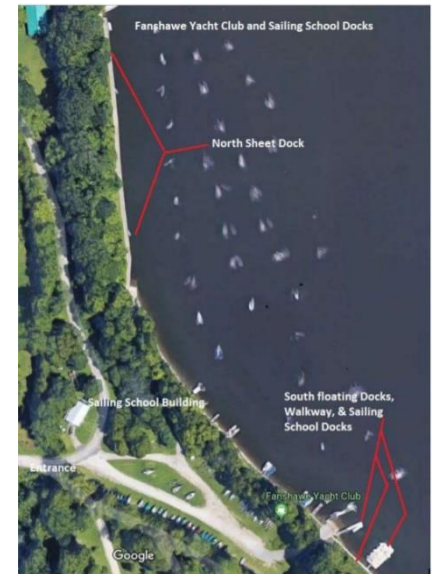




Photo credit: Dave Sandford

The Toronto International Boat Show, the largest in Canada, is planning for show in January 2022, resuming the schedule we have all learned to love. It's summer now, but when it's cold and bleak outside, getting together with boats and boaters is an important antidote.

Below is a segment of a letter TIBS sent last week to exhibitors. More news will follow soon.



We look forward to welcoming you back in-person, to the Toronto International Boat Show, January 21 – 30, 2022.

With the success of the nationwide immunization campaign and low case numbers, Ontario has progressed to the final re-opening stage. This has been very positive news for Shows, Live Events, and Indoor Gatherings!

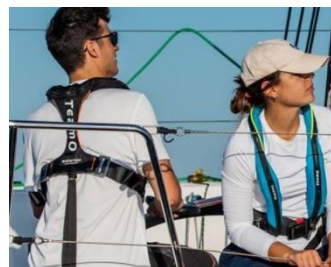


With the easing of Covid-19 restrictions, we feel confident about the current timing for distribution of renewal contracts for Exhibitors.

It will continue to be our priority to ensure we produce the quality of show you know and expect from us, while working in accordance with government and venue guidance to ensure a safe and successful event

A new equipment trend to check out! Preplan safety!

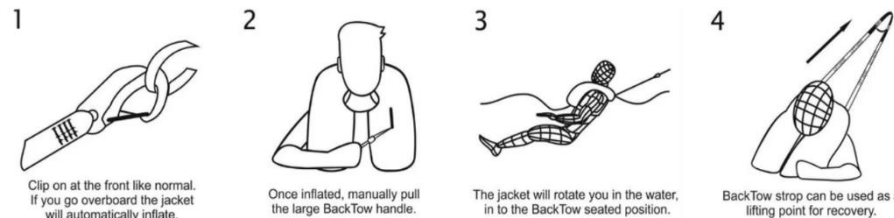
ED NOTE: On the Rowbust Dragonboat Facebook page, the following information was posted about a new inflatable life jacket that will not only keep your head out of the water but allow the person in the water to be pulled back into the boat. An interesting idea. Following is the advertised product and an article in Practical Sailor discussing these jackets (updated on May 21, 2020)



This lifejacket has not yet been approved in Canada so would not qualify as one of the required onboard life jackets. Still, as an additional safety item on board, it is worth exploring.

The company also has life lines for sailboats.

HOW DOES A BACKTOW LIFEJACKET WORK?



Practical Sailor

Over the last several decades, inflatable lifejacket/harness combinations have established a strong foothold among sailors and their popularity continues to grow. A major feature is the comfort and convenience they deliver in their uninflated mode. This encourages sailors to wear flotation and indeed lessens the likelihood of drowning, especially in a flat water and calmer sea context. A growing concern, however, is the number of incidents involving heavy weather and/or struggles in the surf in which personal flotation devices (PFDs) have not lived up to expectations. According to the US Sailing report: four of five Spinlock Deckvests failed to work properly, allowing the flotation chamber to pull over the wearer's head to one side of the body. The deceased was found floating face down with the flotation chamber pulled over his head. Given that the crew had to swim through large surf to reach the shore, this was a life-threatening failure. Some newer Spinlock Deckvests

feature a different bladder design that makes this event less likely. According to company statements, the PFDs could not be expected to function perfectly in breaking surf.

If so, does this mean that prior to abandoning ship, you should ditch the inflatable and strap on a traditional Type 1 lifejacket? In many cases, yes. In an upcoming report in Practical Sailor, we'll take a closer look at which PFDs are better suited for real world conditions that a coastal sailor is likely to encounter.

We're not alone in our concern, the US Sailing panel recommended that Spinlock and other manufacturers examine the design of their inflating vests and consider making the inflation chamber more secure to the harness.

As a result, new inflatable lifejackets are being designed with less, or no space at all for ones head to shift laterally into the area between the harness webbing and the floatation bladder. Bladder seams are less leak prone and oral inflation tubes and securing cleats are more heavily reinforced.

Looking ahead to more testing, two distinct trends in inflatable PFDs is apparent- lighter PFDs aimed at coastal fisherman and near shore racing sailors. For this market, Spinlock has come out with some new products including their Deckvest Lite, a 170 Newton USCG-approved life jacket. There's no harness feature with this vest, but it is a lifejacket that's easy to don and doff, comes with a crotch strap and there's an optional spray hood. The new Deckvest includes places to attach a PLB or AIS beacon and a pylon light is standard.

At the opposite end of the spectrum, is Mustangs EP 38, a bulky combination lifejacket/harness device with USCG approval. It has a hydrostatic inflator and a built-in harness and removable crotch straps. Mustang points out in its literature what we have been advocating for years. Your PFD has a built-in harness intended for attaching to boats using a QUICK-RELEASE UNDER-LOAD tether... Do not attach to boats using any other means



Life event notices in our sailing club – a thought

Rowbust is developing a new page on their website entitled- **In Memory**.

I recall speaking with the 2 Dragon Boat groups in the past about how to commemorate members who are no longer with us. In the sailing club, this has been left to the families to ask if they would like to notify the membership. Without family consent, it would be difficult to note events in sailor's lives. There have been requests from some members to allow events to be published when including – birthdays, babies, weddings, memorials.

There have been facilities named after members who contributed a lot to the club: the Elmer Searle barge, the Doug Makenzie Hall, the Jose Scarlett Race, the Otto Biskaborn trophy case.

We had considered a book in the members' room with written memorials – but that didn't become a reality.

Perhaps a section on the website would work. The Canadian Wayfarer Association has a section for this. <http://www.wayfarer-canada.org/>

London Dragon Boat Club (LDBC)



Sept 9 2021

Sadly, due to COVID 19, London Dragon Boat Club teams have not been able to practice or compete this year. Our boats still lay asleep, packed away where we put them the fall of 2019. However, the spirit of the Dragon lives on. That spirit is, team or another word "family". All dragon boaters will attest to this! This year is no different, even though we can't be in our team boats that hasn't stopped this community in fellowship.

Since June, every Monday night anyone from the club who has access to a Canoe, Kayak, Outrigger Canoe or even SUP, congregate at Fanshawe Lake's public dock (while maintaining safe distance) at 6pm to launch our personal boats and paddle together on our home lake. Is it the same no... but the smiles throughout our paddle speak loudly, just how much we enjoy the water and our community.

Two weeks ago, we met Fred Emery, a local nature photographer. He saw us returning after our evening paddle; that is our first picture. That night we had a smaller turnout as it was a Tuesday night; Monday was rained out. Our second photo was last Monday August 31. There were still a few missing, and I have to say it was like herding cats...difficult, to get us all grouped static for the photo. In the end Fred captured a great picture, and one that will certainly be a keepsake for years to come. Thank you, Fred!

We will continue to paddle Monday nights until the weather will not allow (beginning of October). Our paddles are NOT private and we welcome, ANYONE who wishes to join us. Arrive at public docks 6pm, we do help one another to get boats off of roofs and launched. We try to get in water quickly, as the sun sets by 8ish and we want to be back and packed up before dark. Hope to see a few new faces

London Dragon Boat Club
President
Bonnie Wludyka



Rowbust BCS Dragonboat Racing Team



The newsletter has not become involved in life event reporting because unfortunately, we can easily overlook some of our members who have quietly contributed over many years.

Sept 11, 2021

That was a loooooong three weeks!
When we parted ways one Thursday evening in March of 2020, we didn't realize that the prescribed three weeks of quarantine would turn out to be this long....23 months after we'd put our boats away for the winter in 2019 Rowbust was able to return to the water for the first time in one boat this morning!
Lookin' good ladies!!



Oct 7, 2021

In April 2023 Rowbust members along with members of The Breast Buddies and Dirty Oars dragon boat racing teams will be heading to New Zealand for the IBCPC Participatory Festival!

Information about the Upper Thames Watershed of importance to FYC indirectly

Minister's Zoning Orders – a new provincial govt. rule.

ED NOTES: So, this is interesting for our membership to be aware of.

The current provincial government has put in place the Ministers Zoning Orders. This allows the government to make unilateral decisions about development in wetlands, areas in the flood zones and so on that often fall under the protection and management of the Conservation Authorities.

The following decision at the August 2021 board meeting of the UTRCA provides a format to release the order of the government to the public in a way that ensures the public will understand that the order cannot be stopped by the CA. The authority can make recommendations about development projects but these may or may not be considered in the project if a Zoning Order has been issued. The issuance of permits by the CA would be ordered.

The impacts can be that storage areas for water in the watershed may be lost when projects are completed, which could in the future be an issue with flooding worsening or even insufficient water available in drought. Permitting projects that may fall in current flood zones or in flood areas that develop in the future if we have more rain in the watershed, may affect liability and how the dams can be operated safely in the watershed.

For those who are interested in protection of our natural areas in the watersheds, there could be changes in the ecology with development approved.

So technically, if the government has a strong interest in protecting our natural areas vs seeing development, we will be fine. But if the government is heavily pro development, this is an open door for the provincial government and requests to the province by large municipalities (cities) and developers to develop lands wherever they choose.

From the UTRCA minutes of August 2021

Ministers Zoning Orders Preparation.

The Chair confirmed the mover and seconder were willing to let their names stand. The Board discussed the proposed recommendations and suggested amendments. Some felt discretion should be applied when using the proposed communication to the public, not wanting to oppose every Ministerial Zoning Order without consideration.

It was clarified that recommendation number one was meant as a way to alert staff early on potential Ministerial Zoning Orders they may not be aware of yet. The Board discussed and agreed on two amendments to recommendation number two. That recommendation number two be amended to clarify the communication is

for the public, and that the Authority is being asked to go against its legislative mandate.

The recommendation now reads:

2. That the Board approve the following communication to the public when opposing MZOs when they are used to override natural hazard and / or heritage features.

On [DAY MONTH YEAR], the Ontario government announced a Minister's Zoning Order (MZO) at the request of [Municipality] to expedite construction of [PROJECT]. The Planning Act authorizes the Minister of Municipal Affairs and Housing (MMAH) to issue zoning orders for regulating the use of land and the location, use, height, size, and spacing of buildings and structures. The Upper Thames River Conservation Authority (UTRCA) has no approval authority in the issuance of an MZO. The UTRCA was notified on [DAY MONTH YEAR] that the MZO had been posted on the Ontario government's website. Draft 5 Consistent with the UTRCA's legislative mandate and Strategic Objective, the UTRCA opposes this project due to [REASON FOR OPPOSITION, e.g., involves development in wetlands, etc.]. Community concerns regarding this MZO should be provided to the province using the contact information provided by the MMAH.

Mover: M. Blosh Seconder: A. Hopkins THAT the Board of Directors approve the recommendation as amended. Carried. 7. Business for Information 7.1. Administration and Enforcement - Section 28 Status Report – Development, Interference with Wetlands and Alterations to Shorelines a

The Thames River Watershed and Traditional Territory

The [Upper Thames River watershed](#) is within the traditional territory of the Attawandaron, Anishinaabeg, Haudenosaunee, and Lunaapeewak peoples, who have longstanding relationships to the land, water and region of southwestern Ontario.

The local First Nation communities of this area include Chippewas of the Thames First Nation, Oneida Nation of the Thames, Munsee Delaware Nation and Delaware Nation at Moraviantown. In the region, there are eleven First Nation communities and a growing Indigenous urban population.

We value the significant historical and contemporary contributions of local and regional First Nations and all of the original peoples of Turtle Island (North America).

The following information is excerpted from [The Thames River \(Deshkan Zibi\) Shared Waters Approach to Water Quality and Quantity](#) (Thames River Clear Water Revival, 2019). Please note that this information applies to the entire Thames River watershed.

The following is what we understand to be a very general overview of the First Nations in the Thames River watershed, but is not necessarily comprehensive or definitive. The Anishinaabek People (Aamjiwnaang First Nation, Bkejwanong Walpole Island First Nation, Chippewas of the Thames First Nation, Chippewas of Kettle and Stony Point First Nation, and Caldwell First Nation), the Haudenosaunee (Oneida Nation of the Thames), and the Wendat (Huron) have lived in the area since before Europeans arrived. Delaware Nation at Moraviantown, which is the settlement of the Lenape (Lunaapeew) People, was founded in 1792. A survey of the Caradoc Reserve in 1830 notes that approximately 160 Munsee-Delawares, another Lenape People, were living north of the Thames River.

The Anishinaabek People refer to the Thames River as *Deshkan Zibi* (which means Antler River in Ojibwe / Anishnaabemowin language). The river has also been called *Askunessippi* (Antlered River) by the Neutrals and *La Tranchée* (later *La Tranche*, which means the Trench) by early French explorers, settlers and fur traders. In 1793, Lieutenant Governor John Graves Simcoe named the river the *Thames River* after the River Thames in England.

Each First Nation is distinct in terms of culture, language, religion/ spirituality and history. A brief description / overview of the local First Nations follows below.

Thirteen First Nations lived within the borders of Ontario prior to European contact:

- the Anishinaabek People (Mississauga, Ojibway/Chippewa, Pottawotami, Algonquin, and Odawa),
- the Mushkegowuk People (Cree),
- the Haudenosaunee People (Mohawk, Tuscarora, Seneca, Cayuga, Oneida, and Onondaga), and
- the Huron-Wendat People.

Following European contact, the Lenni Lenape Peoples (Delaware) moved into Ontario.

Eight First Nations have traditional territory that overlaps the Thames River watershed:

- the Lunaapeew (or Lenni Lenape) People:
 - Munsee Delaware Nation, and
 - Eelūnaapéewi Lahkéewiit – Delaware Nation at Moraviantown;
- the Haudenosaunee People:
 - Oneida Nation of the Thames; and
- the Anishinaabek People:
 - Aamjiwnaang First Nation,
 - Bkejwanong Walpole Island First Nation,
 - Chippewas of the Thames First Nation,
 - Chippewas of Kettle and Stony Point First Nation, and
 - Caldwell First Nation.

The watershed is covered by the following Upper Canada Treaties:

- 1790 McKee Treaty (Treaty 2),

- 1792 Between the Lakes Purchase and Collins Purchase (Treaty 3),
- 1796 Chenail Écarté Treaty and London Township Treaty Purchase (Treaty 6),
- 1819 – 1822 Long Woods Treaties (Treaties 21 and/ or 25), and
- 1827 Huron Tract Treaty (Treaty 29).

It is important to note that Caldwell First Nation was not present when the treaties were being signed because they already had a verbal agreement in place.

Other important treaties include:

- 1794 Treaty of Amity, Commerce and Navigation or Jay Treaty, between Britain and the United States, which allows Indigenous people from Canada to live and work freely in the United States; and
- 1701 Nanfan Treaty or Fort Albany Treaty, which gave the Iroquois permanent hunting rights in southwest Ontario.

Four distinct First Nations, which include the Chippewas of the Thames First Nation, the Oneida Nation of the Thames, the Eelūnaapéewi Lahkéewiit (Delaware Nation at Moraviantown), and the Munsee Delaware Nation, settled permanently along the banks of the Thames between the 1780s and 1840s. They have maintained a strong Indigenous presence along the river.

First Nations are organized into many different confederacies. The Three Fires Confederacy (in *Anishinaabemowin*: *Niswi-mishkodewin*) is also known as “the Council of Three Fires” or “the People of the Three Fires.” The council is a long-standing Anishinaabeg alliance of the Ojibway (or Chippewa), Odawa, and Potawatomi. In the Thames River watershed, Aamjiwnaang First Nation, Bkejwanong Walpole Island First Nation, Chippewas of the Thames First Nation, Chippewas of Kettle and Stony Point First Nation, and Caldwell First Nation are members of the Three Fires Confederacy.

The Haudenosaunee Confederacy, meaning People of the Long House, have been called the Iroquois Confederacy by the French, and the League of Five Nations by the English. The Oneida Nation of the Thames (also known as Onyota’ a:ka, People of the Standing Stone) is a member of the Haudenosaunee Confederacy. Their settlement is the largest concentration of Oneida people in Canada.

Munsee Delaware Nation and Eelūnaapéewi Lahkéewiit (Delaware Nation at Moraviantown) are the only Lenni Lenape People in Canada, except for a few hundred residing on Six Nations near Brantford, Ontario. The Moraviantown settlement was initiated by Moravian missionaries in 1792, making it one of the earliest communities in Southwestern Ontario and one of the few Moravian missions in Canada.

Thank you for all the contributions over the years to the Dockside Scuttlebutt. Without you, there would have been no newsletter.

Sue Goldt

FAIR WINDS AND
FOLLOWING SEAS



ED NOTE: A thanksgiving tale for your reading enjoyment! by Whye Waite 2020

It was a blustery cold November 25th morning and I'd promised the Ocheebee Yacht Club in Keyshawn County I'd sail Sailing Suds up river to pay them a visit for their annual free Thanksgiving dinner. Now mind you, Sailing Suds is no wimp when it comes to handling weather, she's been out in many a gale.... just not recently. I'm not shy about a free meal either, so off I went.

The day started off well as my trusty iron Jenny fired right up, and without a hitch we were soon heading across the bay towards the Ocheebee river and the 44 mile stretch up to the aging club house. It all started rolling downhill from then. And boy do I mean downhill!

I clumsily raised the mainsail, rolled out the jib, even though it might be a tad windy to have this much sail out...but, what the hell, I was in a bit of a hurry. Quicker than I could say, “Holy shit this water’s cold!” I was knee deep. As the rail of Sailing Suds buried into the angry, chilly, early winter water I reached for the winch handle just as it slid off the deck and into the drink. Yikes! I scrambled below to find the backup winch handle when out of the blue the wind shifted and caused Sailing Suds to perform an accidental gybe, spinning the boat completely around, which threw me ass over tea kettle into the propane stove. The crack I heard wasn’t the stove breaking, (which it did) but my ribs, causing me to howl louder than a mating wolf on a Montana prairie. Sailing suds was healed over so far, I swear I could see the bottom of the bay through the porthole. By the time I got back on deck I could see I didn’t have enough time to ease the sails because the shore was now only 20 feet away! I dove for the tiller, the pain causing me to vomit in the cockpit. I slammed the tiller over, causing another crash gybe which nearly took my head off! The new crack I heard was that of the boom as it parted ways with the mast, now flying wildly about like a child’s kite without a tail. I dove for the base of the mast to release the halyard so the mainsail would fall to the deck but instead hit my ribs on the coach roof. Seeing stars and now foaming at the mouth like a rabid raccoon, I somehow unleashed the halyard causing the mainsail to drop to the deck like an empty parachute. I somehow released the jib sail and now lay motionless on the deck, panting like an overheated pit bull at the Georgia summer fair. The boat, finally lying upright and fairly motionless drifted slowly and safely away from shore as I groggily drifted off into a pain induced coma.

Awaking in a start and bolting from the comfort of my cozy v berth I suddenly realized it was all a dream! “Holy Toledo Batman” I murmured to myself, tripping over the pile of empty Old Milwaukee beer cans as I made my way topside to check on Sailing Suds. I craned my neck skyward, squinting mightily as I looked up, then threw up a half-hearted wave and said, “you win Mother Nature, you win.”