

**WEDNESDAY NIGHT RACING AND ADULT SAILING SCHOOL AT FYC
BY K. BISKABORN**

Fanshawe Yacht Club Celebrates 60 Years

Re: Last Call for Corn Roastand Corn Needed!

Sailors and Paddlers: If you have any sweet corn for sale, please contact me immediately.

Also, this is your Last Chance to R.S.V.P. to the Corn Roast on Aug. 24th

Date: Saturday August 24th 5:00 - 9:00pm

Location: FYC Doug Mackenzie Hall (main Chalet)

Corn Roast

Club Championship Regatta running August 24-25th

Please RSVP yesterday (via: We look forward to welcoming current and past members as we celebrate 60 years.

mwatsond518@rogers.com)



The annual FYC Club Championship Regatta is being held on Saturday August 24th and Sunday August 25th, 2013. Come out and compete for your chance at winning the coveted Club Champion Title!

Notice of Race – 2013 Club Championship Regatta

All FYC sailors are welcome and encouraged to compete in our annual regatta to determine the Club Champion. Each skipper this year will receive, upon registration, a free copy of Environment Canada's *Wind, Weather and Waves*, a \$10.00 value. Numbers permitting, there may be copies for crew as well.

Eligibility: All participating boats must have at least one current FYC member or Sailing School student on board at all times. The boat must be registered to the club and bear a valid UTRCA boat pass (as of April 21, 2013). Sailors that are not Club members are welcome to participate provided the above requirements are met.

Starts: The start sequences and rules in force will be those for a WATER-BASED regatta, conditions permitting (the FYC barge will be used). The Skippers' Meeting will be at 1000 on Saturday, followed by the first race start at 1100. No warning will be sounded after 1530 on Saturday. The first start on Sunday will be at 1000, and no warning will be sounded after 1300. This will allow the Race Committee to determine the competitors in the Club Championship Race, which will be held as soon as the winners of the various fleets have been determined.

Safety Boats: The Club may be in a position to announce new arrangements for handling of Safety Boats, dealing with capsized or sunk competitors, etc., at the Skippers' Meeting. Safety Boats are on course for the safety and recovery of competitors in the water, and should not be counted on to participate in vessel recovery efforts during racing.

Lunch: Will be provided after the second or third race on Saturday (Flag L will fly at the barge during the last race before lunch), and after fleet racing on Sunday (before the Championship Race).

Fleets: Any two boats of a design form a fleet. The Race Committee will attempt to form two or three starts, based on Portsmouth Rating and depending on number of competitors, one with Lasers, Torches, Laser Radials, and Laser IIs, a second with dinghies and small craft, and a third with keelboats and multihulls. Boats from named one-design fleets will adhere to current measurement and equipment requirements of their class association.

Regatta Entry Fees:

Single-Handed: \$25

Double-Handed: \$40

Junior Single (under 16): \$20

Junior Double (all under 16): \$35

Learn to Race (have not raced in a formal regatta before 2013): \$10

(Additional crewmembers will be charged \$5 each)

Prizes: Prize burgees will be awarded, one per winning vessel in each fleet, the number of winning places to be determined as the number of registered vessels in that fleet, divided by two, and rounded up to the nearest whole number. A nine-vessel fleet would, e.g., have four prizes.

Further Information: For further information before the regatta, please contact John Kabel at 519-453-9376 or jjkabel@rogers.com.

"There are two kinds of ships: submarines and targets."



August 2013 Scuttlebutt – Sailing School Report

Things have been busy at the school with Instructors and Committee Members working very hard. We had a mix of returning and new Instructors as listed in the Member Roster. We have had Michael Andrews and Tal Privorozky doing an awesome job of volunteer ITs. Colin Boyce was not able to return as an Instructor, although you will see him in the Member Roster. Manager Bill Dixon initially started with us but was laid off due to concerns with registration numbers. We wish them both all the best.

At this point 3 of 5 of the adult classes are completed with many signing on to the adult boat use program for the rest of the school season. Half of the youth sessions are completed with a healthy number of sailors eligible to progress to the 5/6 level for next year. We are looking forward to the possibility of having a 2014 race team.



There have been a few areas of concern. Registration numbers were a bit slow to start. The Open House helped immensely with the adult session as 14 of the 24 students sign up as a result. Youth continue to trickle in and we are pretty much at a good point but as always we could certainly use more.



The other area of concern has been the school and club motors. Jim MacKenzie, Roy Elworthy, and Brian Hurst have all been working on these. However, as a result of experiences/incidents, one new motor was ordered for the school (Mercury 15hp). There was capital monies in the budget used for a new motor.

We have had a few special groups out to FYC – one group of high school students working on a physics project and a group of Girl Guides working on their sailing badge. Thank you to the instructors for working these extra projects.

Brian Hurst was instrumental in initiating a program wherein our CANSail 3-4 sailors get a chance to join the racing on Wed. nights. There are some very excited youth sailors on the water



Kevin Biskaborn has worked on a number of projects for the school via the web, making templates for forms, advertising cards, arranging for staff apparel and t-shirts. Which brings up a good point – we have London Sailing t-shirts available – please email me for an order form. Also, Kevin provides a good reference point as he continues to address my questions and points out that the answer is “in his report”! Vera Eames and Paul Chesman continue to be excellent resources. Bob Magill and John Bryant also contribute greatly. Operations are truly a team effort.

We (Committee and Instructors) are looking at having a planning meeting in August to talk about a 1-3 year plan. If you are interested in potentially being on our 2014 committee, please contact me.

Please let me know if you have any questions.

Mary Watson, Director



ADULT SAILING SCHOOL PHOTOS BY K. BISKABORN



CHECK IT OUT AT <http://www.portcreditboatshow.ca/>



FYC Wednesday Racing

The informal racing on Wednesday racing continues to be very popular. As we move into the shortening days of summer, the hope is to have a good early start at about 6 PM to allow a longer race.

The water at Fanshawe Lake has been remarkably good as the hot sun needed to develop the algae bloom has not been as much of a problem this month.

Jeff and Vera Eames have rigged their boat and will try to be there on Wednesday evening so there is a great chance of a Wayfarer Fleet out there!!!

Having the Sailing School adults and youth partake in the Wednesday racing has been a fabulous idea. Just in the Laser fleet, the numbers have risen. Several of the larger boats have also been playing host to students and new sailors.

Following is an article about the trend to less competitive racing in the Larchmont Yacht Club along with the 10 commandants to make it a great event!

Club Racing on LIS: Ten Commandments For Skippers

By Captain Bernie Weiss

Family racing, club racing, twilight racing, around-the-buoys, beer-can racing, whatever you call it . . . In recent summers, Long Island Sound seems to have filled up with racing fleets that tend to involve young people, families with children, and even old-timers who are “done” with the hotly competitive racing circuit. This is truly low-key “fun” racing. It’s not club one-design competition, which remains greatly -- even fiercely -- competitive, with or without family involvement. It’s not distance racing (overnight racing), which seems to be growing in intensity. And it’s not the high-profile hotly competitive regional racing events, such as Block Island Race Week and Larchmont Race Week.

What I’m describing here is around-the-buoys club racing, occasionally including unrated yachts with novice skippers participating as guests in PHRF events. We all

know this scene. On any given weekday evening, late May through early September, starting around 1800, a bird's-eye view of LIS from City Island to Fisher's Island reveals several -division PHRF fleets sailing 5-10 mile triangles. Sailing, that is, except for a short interval at sunset when the typical Southwesterly dies and Long Island Sound morphs into the Dead Sea. In most of these fleets, the first guns are an hour or two before sunset and the fleets usually finish in the twilight or dark.

Is this a positive trend in yachting? You bet. It's not expensive. It's a terrific night out with the buoys and gulls, just as they proclaim in the Can One series. And, as I have maintained for years, the best way to learn recreational boat management, and the fastest route to optimizing a boat's sailing qualities, is to actively race the yacht. Racing teaches important practical aspects of seamanship, safety, navigation, boat control, and other lessons that enhance an owner's sailing pleasure. Racing also builds the skipper's confidence and skills in boat management, useful when the sailing conditions become adverse, perhaps threatening. This is particularly true for the new sailor who lacks experience, and even for the experienced sailor who has acquired a new boat. Racing accentuates the learning curve.

But buoy racing, as much fun and as diverting as it may be, is not without its dark side. The rewards are accompanied by some risks, and because this must be acknowledged, there are some important "rules" or "commandments" -- sometimes described as "Ten Commandments" -- that pertain to this activity. Here's my take on that subject:

1. Thou shalt have fun. If you can only remember one Commandment at a time, this is the one. No racing instructions? Follow the fleet. Over early? No big deal.
2. Thou shalt bring thy spouse, kids, friends and whoever else wants to come along. Twilight races are great forums for introducing new folks to sailing, such as your neighbors, out-of-town visitors, coworkers or maybe even the family dog. Get everyone involved.
3. Thou must take personal safety seriously. You're in the dark. working on a small, heaving platform. There are other boats all around you. Add some rain, maybe a cold or gusty wind . . . it's a potential recipe for disaster. In all matters, be prudent and sensible.
4. Thou shalt study up on the current racing rules and honor them. At least, honor the biggies (port tack boats shall avoid starboard ones; windward boats shall avoid leeward ones; and outside boats shall give room at the mark).
5. Thou shalt not covet thy competitor's boat, sails, equipment, crew, or PHRF rating. No excuses or whining; if you're lucky enough to have a sailboat, just go use it! You don't need the latest in Technora, Spectra, or PBO/Zylon to have a great time out on the water with your friends.
6. Thou shalt not amp out. No screaming, swearing, or overly aggressive tactics. Save that stuff for the office or, if you must, for next weekend's real race. If you blow your cool during a Tuesday nighter, you're going to run out of crew -- not to mention friends - in a big hurry.
7. Thou shalt not protest thy neighbor; thou shalt be courteous. Protesting is extremely tacky at this level of competition and should be avoided at all costs. Alternatively, if you committed the foul, apologize and withdraw. And later, a word of apology at the Club bar is useful in making amends. "They" say that yachting is a sport of gentlemen and ladies. Prove it.

8. Thou shalt not mess up thy boat. Everybody knows some hardcore weekend warrior who blew out his new light A-sail in a Wednesday night tune-up. Is it worth risking your boat and gear in casual competition? Probably not, but if in doubt, refer to Commandment No. 1.

9. Thou shalt be generous with snacks and beverages. When the wind dies, your crew will remind you that they skipped dinner in their rush to the boat. Now's the time to acknowledge their nutritional deficits with chips, pretzels, and nuts -- accompanied by a generous supply of soda, water, Gatorade, and other non-alcoholic drinks. This will also encourage the crew to be patient while awaiting the wind's return. Some boats seem to be fueled by beer ("brewskis," "chill pills," "thought cylinders"). But my personal policy is to avoid bar beverages until the boat is back in her berth or on the hook -- at least, until after the race.

10. Thou shalt always go to the yacht club (pizza parlor, hamburger joint) after the race. Etiquette demands that you congratulate the winners, as well as buy a round of drinks for your crew. Besides, as the winners gloat over their victories and the losers explain why they lost, what better setting to quietly absorb new guidance on how to improve your own performance! As Yogi Berra put it, "You can observe a lot by watching."

Captain Bernie Weiss has raced with the Breakwater Irregulars and the Halloween YC twilight fleets, and is a delivery skipper with Atlantic Yacht Delivery, in Stamford. He adapted this article, in part, from Latitude 38, a West Coast yachting publication. Thanks to Latitude 38 for their permission. For more information about Latitude 38, go to www.latitude38.com

www.windchecklis.com WindCheck June 2004 45

2013Wednesday Racing Photos



Nothing better than a mast-stepping valet! Mark 2....no Mark 1!!!!

The superior sailor is one who uses his superior judgement to avoid the use of his superior skills.



Wed DB practice begins



Our mixed Wed eve fleet ...and sculler practice



Sweet Love and a warm summer breeze



Hello FYC members.

Where do the months disappear to? Seems like only last week we were launching our boats and getting ready for a season of paddling on Fanshawe Lake and now we are passed midpoint of our season and heading into the final events of 2013.

The London Dragon Boat Festival in June was a huge success with 62 teams competing in the fun filled day, which was not only a fundraiser for Rowbust but also a large donation of over five thousand dollars, was made to the LHSC Gene Goodreau Patient Assistance Fund. It was truly a great day and believe it or not we have had a team that wants to register for the 2014 event right now! The use of the club barge for the day was again graciously appreciated.

The weekend after the festival saw a group of 24 Rowbust paddlers off to Toronto Centre Island for a two-day event. We stayed right on the harbour with a magnificent view of the Tall Ships and took the ferry across to the island each day for the competition. A special treat for the team awaited us on Saturday evening. An associate of our coaches is a member of Queen City Yacht Club on the eastern end of the island and we were able to dine as a group at this lovely spot overlooking the city skyline. Certainly a memorable event for those who attended. Oh yes a couple of medals to show for all the hard work too!

July 1 weekend was celebrated at Fanshawe with our usual array of red and white costumes. Our coach loves Canada Day and we certainly delivered on enthusiasm for Canada this year. This was also the weekend with the very high water levels at Fanshawe – wading in water up to our knees to access the docks.



July 6th saw the team in Hamilton and although only one crew was registered, enough paddlers went and helped out several other teams looking for some assistance. Our stern in training, Shirley, saw her first real action in a 2k race with tight turns. Mid July saw the Rowbust National Tem back in Toronto this time registered in the Premier Women's division. Some stiff competition and it was a good tune up for the team that heads to Victoria BC on the 21st of August for the Canadian National Dragon Boat Competition. Rowbust is looking to defend their 3-time National BCS title against some tough west coast competition. Top finishers will compete in the Club Crew Championships in Italy in 2014.

Our team had a little international exposure this past week as Sarah our coach/stern, was off to the World Dragon Boat Racing championships in Hungary, as a member of the Canadian National Team. Sarah worked her magic at the back end the boat and Canada comes home with 3 gold medals and a bronze. Also to note a member of the Pendragon team, Colin, was participating on the junior national team, which also competed in Hungary. Yes London is becoming a hot bed of dragon boating in Canada. Our busy schedule continues as a team as we are off to Woodstock shortly and then the Nationals. Where has the summer gone???? I hear the coach calling, practise time again.....

Paddles up until next time.....Jill Wilson on behalf of Rowbust



ED NOTE: London Dragon Boaters Compete at the worlds in Hungary where Canada dominated the results!



Congratulations on an outstanding achievement!

From left to right.....Ben Gerber, Sarah Shellard, Colin Schisler

We're so proud of them all (Ben, Sarah and Collin) and their accomplishments in Szeged, Hungary a couple weekends ago at the World Championships. It was a lot of hard work to just make the Canadian team!

Ben has paddled with our club in the past and was instrumental this year with the start-up of the London Junior Dragon Boat Team. He paddled in Hungary with the Under23 Team

Sarah is one of the coaches with the Pendragon's (as well as the Rowbust Dragon Boat Team) and steered and drummed with the Senior A and B teams .

Colin is a paddler with the London Pendragon's as well. This is only his second season paddling and he competed in Hungary with the Canadian Junior team.

Canada really dominated with a total of 51 medals, 30 of them Gold. More than 4 times as many Gold as China who had the second largest number of Gold medals. WOW

Final medal counts from the worlds:

1. Canada 30 13 8
2. China 7 7 4

3. Australia 4 8 5
4. Germany 4 2 6
5. Ukraine 4 1 -
6. U S A 2 11 14
7. Hungary 2 4 7
8. Thailand 1 - -
9. Czech - 2 3
10. GB - 1 2



Town of Szeged



DB Facilities

(Site photos from the World's website)

Our crews have been keeping busy since the Fanshawe Festival in June with races in Hamilton (Waves of Fury, Pendragons, London Blades), and Woodstock (London Junior Dragons, London Blades). On August 1, the London Dragon Boat Club teams all took part with the Rowbust teams and some visiting paddlers from the Woodstock area to compete all 6 boats in a 2KM race. The Pendragon team provided Pizza and beverages afterwards as well as a Penny Raffle and 50/50 draw afterwards to raise funds for their team. I'm hoping it will become a regular event, it was lots of fun! Our last regular racing event of the season will be in Stratford on September 14, 2013. We're expecting all four teams to compete there. In addition, some of our Pendragon's and Junior team are planning to race in Orlando Florida in October. October is also when many of our members take part in the 23KM River Run paddle down the Grand River.

Thanks Heather Peel, for LDBC

Master the boat, be not mastered by it.
 Voice your skill with your ability, but always
 Speak sternly to the stern
 Speak pointedly to the bow,
 Speak deeply to the keel
 Speak loftily with the sails,
 And always speak soberly over the radio!

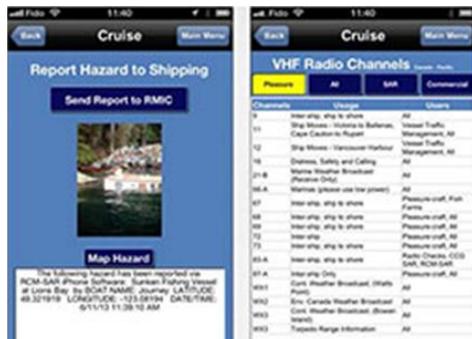


New Safety Equipment for Sailing Worth Checking Out

[Canadian Sailors Get New Safety iPhone App](#)

Published on Wednesday, 07 August 2013 15:03

It was the Canadian Search and Rescue crews who came up with the idea. Obviously they are trying to do themselves out of more rescues than they need - an iPhone App that they hope will keep down the number of sailors who get into trouble. The new iPhone App designed by British Columbia search and rescue crews will help sailors and other boaters stay safe on the water right through this summer.



Developed by Royal Canadian Marine Search and Rescue (RCM-SAR), the free Safe Boating App has a range of resources to help all boaters with voyage planning, weather, communication, and emergencies.

'This is a really handy App for the thousands of recreational sailors and boaters in B.C., and its safety information could potentially save lives,' said RCM-SAR president Jim Lee. 'It consolidates a lot of information that all boaters should have into a simple one-stop phone application.'

The RCM-SAR Safe Boating App includes:

- Voyage planning resources
- Tide, current, wind and weather information
- Emergency procedures and distress signal information
- Emergency radio communication procedures including sample recordings
- VHF marine radio channel listings for Canada – Pacific Contact information for non-emergency vessel assistance
- Safety equipment and navigation light requirements
- Equipment checklists
- Hazard to shipping and tsunami debris reporting using the iPhone's GPS and camera
- Conversion calculator for fueling
- Basic maritime collision regulations

'This App was developed by Adam Hyde, a crew member at our West Vancouver Station who has a passion for boating safety,' said Lee. 'We're excited to share it with the boating community, and we look forward to people using it on board and ashore.'

The RCM-SAR Safe Boating App is available through the iTunes store.

Royal Canadian Marine Search and Rescue has more than 1,000 volunteers serving 46 communities in British Columbia. It is part of the west coast marine rescue system, providing 24/7 emergency coverage and promoting safe boating.

CLASSIFIED

29 er high performance sailboat - &7500

29ER FOR SALE

This is a 2007 PS2000 29er (CAN1264) that we have owned since new and have taken great care of. The boat is in excellent condition and has always been stored indoors over the winter and waxed at least twice a summer. It comes with one set of spars and sails that were used exclusively for racing. Also included: Seitech dolly, boat cover, board and sail bags. Spin is still very crisp and water runs right off. Main and jib are still in racing condition and have minimal wrinkles. Hull is pristine and shows no signs of weakness. The reason why we are selling it is because of school and other time commitments.

Interested?

- Asking price: \$7500 (willing to negotiate)
- Location: the boat is currently in London, ON, but we are willing to arrange a drop-off elsewhere
- Please email Nikki at nquinn.uwo@gmail.com for further information and additional pictures



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

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

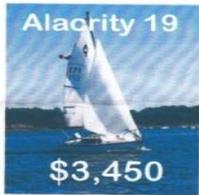
Contact: mike morris sailormike28@hotmail.com

Inflatable Dinghy, Pump and 4 HP Motor - \$700.00

The dinghy is in a box and has only been used once.

Contact: Jose Renes 519-432-2968

Alacrity 19 - \$3450



BRITISH BUILT - TWIN KEELS
DRAWS 1' - 10"
BEAM - 6' - 11"
DISPLACES 1450 LBS
MAIN - 97' SQ FT GENOA - 90.4 SQ FT

RECENT TRAILER UPGRADES:-
 * **HEAVY DUTY AXEL**
 * **NEW WHEELS / TIRES**
 * **HEAVY DUTY HITCH & 2" BALL**

FYC RACING TROPHIES:-
 * **CLUB CHAMPIONSHIP - 1995**
 * **COMMODORES CUP (Open "B") - 1996**
 * **PUMPKIN REGATTA (Open "B") - 1998**
 * **PUMPKIN RAGATTA (Fleet Winner) - 20007**

SEVERAL CRUISES TO NORTH CHANNEL OF MANITOLIN ISLAND

INCLUDED IN SALE:-
 * **CUSTOM TRAILER, * GEARED ROLLER REEFING,**
 * **3 BIRTHS WITH CUSHIONS, * LARGE PORTABLE HEAD**
 * **7.5 HP EVINRUDE, * MARINE VHF RADIO,**
 * **CQR AND DANFORTH Type ANCHORS,**
 * **NEWER GENOA SAIL**

\$3,450

Call Bob Hendry at (519) 471-4572

TOPGUN is for Sale - 1989 Schock 23 - \$9000 OBO

35" wing keel
 main cabin cushions 2011
 Alcohol Stove 2011
 6hp 4cycl long shaft Tohatsu 2011
 Dual axle trailer with extendable tongue
 Spinnaker w/pole and lines



Contact: Brian Hurst hursthome@rogers.com

Cargo carrier & bike rack

We have a cargo carrier & bike rack that we no longer need and would like to sell. It fits a 2" receiver and holds 3 bikes.

Please call 519- 659-4633 for more information if interested



Blow Ye Winds Blow.....

Well, we have had weather! This story arrived July 19th in my inbox

"Tragedy has struck at the FYC main dock on Friday night. One of Roy's umbrellas was the unfortunate victim of a dastardly deed by Mother Nature. The umbrella was innocently minding it's own business when it was attacked by a large oak bully. The result is not pretty. Pictures are attached." Bob Magill



prior to the tragedy



ATTACKED !



GONE!!!

There was one lost soul discovered when the tree was cut and a facimile of a squirrel was found beneath.

These past 2 months, the club Paceship was found fin up and another boat beside its trailer in the parking area. A final surprise by mother nature was a lightening strike on the Race Hut as John was preparing the starting system for a Wednesday race. No Harm or damage done but definitely a tad unsettling!!

2013 SCHEDULE OF EVENTS AT FYC



2013 FYC Schedule of Events

CLUB MEETINGS

2013 Executive Meetings: the first Monday of each month.
 2013 General Meetings: the last Thursday of the month (Oct to Apr)

WEDNESDAY INFORMAL RACING

Location: Fanshawe Yacht Club
 Start Time: 3:00 PM & 6:15 PM
 Details: Followed by coffee and social in the clubhouse

FYC SCHEDULE OF EVENTS FOR 2013

Aug 24/25	Club Championship Regatta—Club Regatta only
Aug 24	60th anniversary celebration and corn roast
Sept 7	Sailing School Work Party
Oct 5/6	Pumpkin Regatta- Open
Oct 19	Fall Work Party #1
Oct 20	Fanshawe Conservation Area Closes for the season
Oct 26	Fall Work Party #2
Nov 9 tentative	Annual Banquet
Nov 28	Annual Budget Meeting 7:00 PM



Events for 2013

Practice Schedule - Fanshawe Yacht Club (end of April to mid-October)

Tuesday and Thursday Evenings , Saturday Mornings

AUG 23-25 Canadian National Dragon Boat Festival
 SEP 14 Stratford rotary Dragon boat Festival



Events for 2013

PRACTICE TIMES

PEDRAGONS Tuesday and Thursday 7-8 pm on the water
 Saturday 8-9 am on the water
 ALL OTHER TEAMS Monday and Wednesday 7-8 pm
 Saturday 9-10 am

JUN 15 Fanshawe Dragon Boat Festival
 JUL 6 Hamilton Waterfest dragon Boat Festival
 AUG 10 Woodstock Dragon Boat festival
 SEP 14 Stratford rotary Dragon boat Festival

Lulls and Puffs

Reprinted from
[Fast Track to Sailing](#) By Steve and Doris Colgate Published by McGraw-Hill

As you sail along you may suddenly feel a dramatic drop in wind strength. You have sailed into a lull, and the apparent wind has gone forward and decreased because your boat speed is now a greater factor than the wind speed, until the boat slows down. Conversely, you might also see a puff—a big patch of ripples approaching you—the apparent wind moves aft and increases, and you suddenly feel a strong increase in wind strength because the wind speed is a greater factor than boat speed.

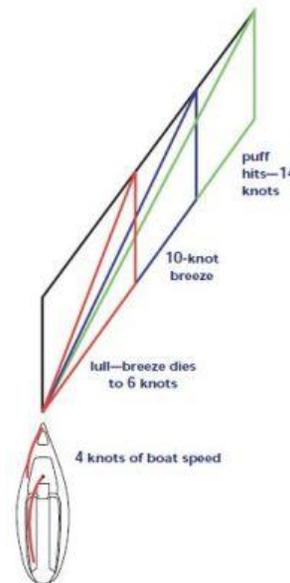


Figure 4-24. Apparent wind moves aft and increases in a puff; goes forward and decreases in a lull.

In Figure 4-24, initially the wind speed was 10 knots and the boat speed was 4 knots. The extension of the true wind line indicates a puff with a 4- knot increase. The apparent wind moves aft as the puff hits; but by the time your boat picks up speed, the puff has usually passed. When a puff is very strong, it causes your boat to heel dramatically if you don't make any adjustments.

To reduce heeling when hit by a powerful gust, point the boat higher toward the wind. As the gust hits, apparent wind goes aft, causing more heeling and less drive. This changes the angle of attack—the angle the apparent wind makes with the sails. Now your sails are improperly trimmed until you head up or ease sheets or the traveler. This change in apparent wind direction is important to

remember even on light days. On days when you have a 3-knot breeze, the wind velocity in a puff is apt to be more than double the regular breeze. When it is blowing 15 knots, gusts may get to only 20 to 22 knots—or about a third higher.

Thus, the change in apparent wind direction aft is often greater on light days than on heavy ones. But if the wind dies suddenly, apparent wind goes forward. In Figure 4-24, boat speed remains constant; when the wind velocity lowers to 6 knots, the apparent wind goes forward.



2013 FYC SPORTSWEAR

FYC SPORTSWEAR CO-ORDINATOR:
submit orders to Lori Chesman 519-659-4633

Order forms are on the club bulletin board or can be downloaded from our club website under [member](#) then [downloads](#). The forms have sizes, prices colours listed
www.fyc.on.ca

				
\$15.00	\$13.00 (YOUTH)	\$36.00	\$31.00 (2XL \$33.00)	\$32.00 (2XL \$36.00)

				
\$13.00	\$13.00	\$41.00	LEFT CHEST EMBROIDERED DESIGNS	

ADDITIONAL ITEMS:

FYC canvas tote in white, red and navy with FYC crest #1 --- \$15.00
 FYC window cling -- \$2.50

TALL SHIPS® 1812 TOUR

CONTACT PRESENTED BY *Redpath*

ALL HANDS ON DECK, ONTARIO!
 JUNE 14-SEPT 2 FULL TOUR DATES
 CLICK ON YOUR CLOSEST PORT OF CALL FOR EVENTS IN YOUR REGION



<http://www.tallships1812.ca/>

If you have an interest in seeing the tall ships, you can go to this website and click on the place you would like to view them and all the information will be there.



Miss those cruising nights with the gentle rocking of the sailboat? –here’s the answer! Or use as a gentle swing in front of the big screen with built in end tables

Recycling those old boats.