

# DOCKSIDE SCUTTLEBUTT

Issue 03-06

October 2003

The Newsletter of The Fanshawe Yacht Club of London, Ontario.  
Issued six times per year to Members and friends of the Club.  
Edited by Ralph Smith; contributions and comments welcomed  
and should be sent to:

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## EDITOR'S COMMENTS

Maybe I haven't been too observant but to me, it appears that the UTRCA has been a kinder, gentler organization this year. As far as I know, there have been no complaints of speeders leaving our club and the big orange inflatable of the London Police has seldomly been seen. It probably was a boring assignment, floating around watching us strive to reach 10 KPH in a brisk wind. However, it used to be entertaining to watch the orange monster emerging from the shadows of the trees in the north, with blue lights flashing, descending on a small fishing boat to check them out. They must have known that we sailors carry all the safety equipment required by the CCG- don't we?

The ladders and mooring rings installed on the main dock by Bert Renes have been a great asset to us with the weak knees. Thanks a lot Bert!

The Zebra Mussels that John Burgess discovered last year are proliferating. Ross Green advises that he found them in his centre-board trunk and I found them in the nooks and crannies in my rudder hinges and about 100 of them on my driveway when I moved my boat. Wonder how they survive the winter but expect that each year there will be more of them. How do they swim or procreate with no fins, eyes, gills etc.? Doesn't anything eat these things?

What a year for weather. Wet spring, iffy summer and early fall. I pulled my boat in September as we were going on a short trip to Upper Michigan and the Sault. Glad the boat was out of the water with rain, wind, flying debris everywhere I went. Let's hope for a better year in 2004.

Finally, the UTRCA is getting peeved with those who put their trailers and boats in their compound and fail to pay the fees. This caused them to put their lock on the gate which in an emergency, would cause us delays in recovering our trailers if it was necessary to get out boats out ahead of rising water. Please do your bit to pay your bills for the benefit of all. The UTRCA is getting serious!!

# SAILOR MIKE - BEACHED!!!

By Sailor Mike Morris

At 6:00 Am Friday July 18 an intrepid band of FYC sailors were headed north for Spanish Ontario with great expectations for a week of sailing around the North Channel of Georgian Bay. Included in this group were Hans and Paul Schaffner on Temptation Tanzer 22, John and Hillary Burgess on Shoestring 19' Ketch, Bob Hendry on Elsie 11 Alacrity, Les and Lise Pomeroy on their American 21, Doug, Shirley & Jim MacKenzie and Carleen Home on Tri ooph Trailer Tri 720, Grahame Forrester & Nico Jukema on Sand Bar, the Sirius 21 and Mike Morris on Rose VN23.

After a few stops for food and gasoline 5 boats and crew rolled into the marina at Spanish and prepared the boats for launching. After all were in the water, it was off to downtown for supper. The Pomeroy's and Burgess' had decided to take the ferry from Tobermory and arrived too late to join the others. Les also had a problem with the brakes on his trailer.

Next morning after breakfast at the marina, we were off for the Benjamin Islands for our first night anchorage. The early starters pulled into Oak Bay for lunch while Shoestring and Rose carried on down McBean Channel on a run with building wind. Six knots plus were recorded as we scooted along. Rounding the north east corner of Frechette Island we altered course to the south for the Benjamin Islands. Now sailing across the wind we had more wind than we needed or desired. John ducked in and dropped his main sail and started his motor. I took in the jib and we carried on across lumpy water with the odd wave sending spray over the deck. It wasn't long before we were in the bay at the south end of South Benjamin Island. Anchor down and a quiet spot to spend the night. This bay has a clay bottom which was difficult for the anchor to get a good set and the breeze that did find its way in shifted around all points of the compass. Pretty soon most of the others found their way in and settled down for the night. Tri-oomph and Sand Bar were seen way off in the distance to the south and it took them a while to sail back and into the bay. After a lot of fussing around and repeated anchor droppings everyone seemed to be set for the night.

Early next morning a decision was made to head to Little Current then on to Heywood Island for our second night at anchor. The forecast was not that great for later in the day but we thought we could be in the bay on Heywood before the foul weather arrived. WRONG!!

Shoestring and Rose were the first boats underway and headed for Little Current. John had all sails set but his motor was also running. Rose proceeded

under full sail. After a while, thunder could be heard and the sky became very dark. Onward we sailed as quickly as we could. Off in the distance astern we could see the other FYC sailors following along. The rain started slowly but soon increased until I could barely see Shoestring motor-sailing ahead of

Rose. The boats behind disappeared in the down-pour. As we got out into open water the waves grew higher. I dropped the jib, put a reef in the main and started the motor in an effort to keep Shoestring in sight. The waves continued to grow and as the bow rose to the coming wave my outboard would drop almost under the water. This was no place to lose the engine as the Lee shore was not that far away and made of solid rock. I shut the engine down and raised the jib so I could sail away from that rocky shore. Water was flying everywhere, from the sky and waves as spray flew over the side. Shoestring had disappeared into the rain ahead and the following boats were also out of sight. Needless to say I was soaked to the hide and feeling very cold. I had to do something to get dry and warmed up.

The previous week there had been a long discussion on the internet about "heaving to" .I had never been in a situation where I thought I should it a try but being so cold and wet I decided this would, -if it worked, give me a chance to go below. I set the boat up as per instructions I had been given and it was wonderful! Most of the slamming and banging stopped. The boat stood almost upright and I went below. This maneuver was a God send.

Coming back on deck, warm and dry with foul weather gear on I could not see Shoestring ahead but every now and then I could see the Schaffners sailing up behind. It was still raining, blowing and cold but I was dry and warm. Off to the west the sky seemed to be clearing and I was glad to see that. Ahead there was still no sign of Shoestring. Moving along quite well and somewhat in control I changed tacks from port to starboard and BANG!! - the upper starboard shroud broke. Quickly I headed into the wind to take the strain off the mast, started the engine to keep the boat headed into the wind and dropped all sail.

When all was settled down, I changed course for Little Current under power. On the way I clipped the main halyard as far outboard on the starboard side to give some support to the mast. As I approached Little Current, I radioed Spider Bay Marina who advised they could not help . They recommended HarbourView Marina but because it was Sunday, no one was around to do the repair. As I came up to the town docks there was John and Hillary and a soggy Shoestring. The rest of the gang showed up, we had a bite to eat and then all motored to Heywood Island under clear skies. In this fleet of well prepared boats there was enough stuff to jury rig a fix for my broken shroud which would be done in the

morning. The sun rose and I decided I should also check the port side shrouds. This turned out to be a good move as there were broken strands in that upper shroud also. It made little sense to fix one side knowing the other was also in distress so I headed out for Harbourview Marina under power. I had radioed ahead and was told they could fix me up. I arrived at about 930 AM.

It took no time to get the mast down and stripped. At about 1:15 PM, the owner said there were no parts on Manitoulin Island and they would send the old wires away (?) expecting the new wire to come back on Thursday. No thanks, said I. They let me use their radio to advise the FYC fleet I was on my way back to Spanish under power then back to London. With 5 gallons of gas on board I left Little Current at 230 PM headed toward Spanish.

With the mast down I had no radio, no way to raise a sail and over 30 miles of water to cross. This was perhaps the scariest part of the whole adventure. In all that distance across mill-pond flat water I didn't see 10 other boats moving! It was a great relief to come out the backside of Little Detroit Cut and know Spanish was only a short way ahead. By 7 PM I was in the marina basin and by 730 PM the boat was on the trailer. I had supper, a shower and cleared up the mess inside so I could sleep on the boat. I awoke at 430 AM and was off to London arriving home around 1 PM. It was over.

For the "Rest of the North Channel Story" you will have to get a report from one of the other sailors.  
Next Year!!!

Older Mike of the Rose

Editor - Remember our quote from Mike's T-shirt in the June issue. - - "Attitude is the difference between Ordeal and Adventure!" For me that would likely have been an ordeal but likely Sailor Mike sees it as an adventure!! We have to wonder if Mike is keeping a copy of all these adventures and someday will publish his memoirs - maybe even a movie.

\* \* \* \* \*

## CLASSIFIED

For Sale: British Seagull outboard, 3 h.p., "Forty Plus" (Serial number FP2025JJ4), built between 1967 and 69 but with low operating hours, mk2 ignition, weighs 28 lbs. \$100 o.b.o. Outboard bracket \$50 o.b.o. Lane Heller, 472 6886."

# **THE BOAT HOUSE - SPECIAL MEETING**

A special meeting was held on Sept. 22nd to answer several questions posed by valued members of our good Club. The questions pertained to the status of the boathouse, its cost, the timing of building it in relation to the timing of a decision regarding our Trillium application, and other matters relating to the building and Sailing School.

While the minutes of this meeting will be a matter of record that will be made available to all members shortly, the one very good point made was the need to keep members informed.

As of the aforementioned meeting, the Building Committee presented an excellent report outlining our options for constructing the boathouse. The amazing thing is that we will be able to have a qualified contractor build the boathouse for a similar price to the option of buying the material, and having the Club construct it.

Based on this report, and the comments from members, the Building Committee has been instructed to proceed with the best quote keeping the price in range of the \$29,000 originally agreed to at the general meeting in March 2002.

## **Sailing School Survey Results**

At the special meeting, I reported preliminary results of surveys that were provided to students to fill out. We have received a very healthy number of surveys back, and the results are overall quite favourable. There is certainly one theme, however: we need to move forward with upgrades to our boats and our facilities. These areas consistently received the lower marks. Please see below:

From the analysis that we have completed, based on a valid sampling of our student base (25 responses to date), we have determined the following:

- The overall satisfaction rating of the program including boats and facilities was 78%;
- The overall satisfaction rating of the program only (excluding boats and facilities) was 86% -excellent!
- 83% of respondents gave their lower ratings to our boats and facilities.

With very few exceptions, the comments were very positive regarding our program, instructors, and Club members. Having said that, there were also many excellent suggestions, and a few referrals for students for next year. The Sailing School will continue to be a major focus of the Executive in the coming year.

## **NOMINATING COMMITTEE BUSINESS**

Now that the fate of the Trillium application is out of our hands, and the boathouse, and sailing school projects are off our plates for the moment, it's time for us to turn our attention to the nominations for next year. One anecdotal observation I wish to make is that with a large percentage of long term members, the percentage of members who have previously held various positions in the Club is quite high. While we look for fresh faces to bring new perspective to these positions, we will also likely require some of our more experienced members to be willing to step forward to fill some of these roles.

If you do not hear from us first, please consider what position you might be willing to take ownership of, for the betterment of the Club. We will be contacting all of those people who currently hold positions in the Club to determine their intent for the 2004 season. There's a lot of very positive things happening at our Club, and we want to ensure the trend continues.

Thank you in advance for your consideration.

Note new email address: [marc.lacoursiere@cexp.ca](mailto:marc.lacoursiere@cexp.ca)

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Editor: Being one of the signatories of the "Petition" that forced this meeting we note the comments that perhaps better communication from the Executive could have prevented this perceived delay - good news! However, there are many genuine concerns about this project and the overall financial health of the Club is of utmost concern to those who are on the lake daily while the school is in operation. It is hoped that suggestions put forward at the "meeting" were received in the positive manner in which they were submitted and the club will benefit from the observations of those not so closely associated with the project. - RLS

# PUMPKIN REGATTA 2003

**WHAT A PUMPKIN !!!** What with all the celebrations, good strong winds, rescues and mishaps this regatta was definitely eventful.

Saturday morning started out cold, overcast and blustery with a forecast of a high of 10 deg C, 30 km/hr winds and 60% probability of rain. The numbers at registration were trickling in very slowly and the hot coffee was most welcome. By the 10.00 am. skippers meeting we were surprised to see a reasonable turnout of skippers and crew some dressed ready to tackle the elements and others probably thinking about it still. The final number of registered boats was 37, with 3 different fleets starting.

The first water start from the barge took time to arrange as the strong winds kept moving the barge and eventually with both anchors down and the motor still driving forward to hold position, the race was under way. The start-line-pumpkins were positioned for the north wind and a starboard tack was the preferred angle of attack. Due to late registrations the Darts and Hobie Cat were included in the combined Open A and B fleet which got away first. This made for an interesting start, competing speed with size on a limited length start line but speed soon separated the contestants.

Wayfarers had a 10 boat fleet and racing was intense! With any mistake in this fleet, the others were ready to pounce. In one race, as Al and Rick were deulling downwind trading gybes and luffs, Bob Kennedy slipped by innocently to claim a victory in Race 3 on Saturday. Rick is still spinning from the number of tacks he and Al traded upwind in most races, just boat lengths away from each other as each tried to break cover or break through to reclaim a lead on any given tack. Next time we'll just tie them together!

The combined Y-flyer and Laser fleet were seen almost flying across the wave tops with white rooster tails following and the competition was keen. Both rescue boats were kept busy and hopefully the activities prevented safety crews from feeling the cold. Those many brave sailors who opted for a dip in the lake soon knew the waters cooling effect.

A single race before lunch whet both the appetites for more racing and an outstanding hot chilli and hot-dog. The cuisine hit the spot, prepared by Mike Wareing and served by his attractive smiling assistants. This great effort was repeated on Sunday and both meals were included in the regatta fee at no increase to previous years.

After the meal, the cabin from the barge, still at the start position, had decided to test the waters with assistance from the high wind that threatened rain. The

barge was recovered with some loose items but the cabin with flags, two chairs, a portion of the course numerals and some of Hans Schaffner's personal possessions were lost. A pumpkin had been attached to the cabin but by Sunday morn it had given up its last breath. An attempt will be made to grapple the cabin in calmer weather - good luck

to the guys fishing for cabins!! The start line was changed to the starting hut on shore with an adjustment of buoys A, B and surviving pumpkin to improve the angle to wind but a port start had its advantages if the rest of the fleet was willing. Two races followed in the afternoon with a strong wind that was gusting with a vengeance. Several boats did not start the races and others took on crew to add to the ballast. A decision was made to halt racing after the third race for the day as sailors were tired and cold, also we were not wanting the less adventurous to stay home the next day.

A reasonably priced tasty buffet at Memories Diner Pub was attended by 47 members and families that combined a 90th birthday celebration for a sailor and gentleman, George Blanchard of Toronto, who raised our spirits with his words of encouragement and wit. Some enthusiastic younger sailors were observed building up their weight for hiking out while enjoying the fare (again).

Sunday morning early started out sunny and light winds but by the time racing started, the wind had picked up well, still blowing from the north, but not as wild as Saturday's. Three races were held in quick rotation by the efficient bridge working from the protection of the hut and shortening the course to make a discard possible. The Y-flyer right-of-way demands at the weather mark were heard clearly by other boats more than half way to the lee buoy even in the strong winds. Some close competition at the finish line kept the bridge and spectators on their toes.

We were privileged to have George Blanchard celebrate his 90th birthday with us on Sunday and present the awards, including the Wayfarer trophy named after himself on his 80th. Trust we will see George out for years to come.

Thanks again for a successful event to all who helped and the committee: Rick Goldt - Racing Chairman, Hans Schaffner, David Meijer - Race Committee, Len MacDougal - Race Treasurer, Nina Meyers - Registration, Ted Slivinski - Safety Boats

Report by Craig Napier - Pumpkin Regatta Chair- Amendments by Rick Goldt

Results: (Best of 5 Races)

Wayfarer 10 boats 1. Al Shonborn, Frank Goulay 2. Rick Goldt, Aaron Goldt  
3. N Seraphinoff, Marc Bennett 4.  
Robert Kennedy, Drew McFeeters 5. George Blanchard,  
with Mike Codd (Toronto)

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Laser - 8 boats 1. Steve Carrol, (Toronto) 2. Brad Biskaborn 3. Jens Biskaborn,  
4. Frank Harmgardt (Oakville)

Y Flyer - 6 boats 1. Jim McKenzie, Carleen Hone 2. Jon Hey, Pierre Dignard  
(Sudbury) 3. Ed Hone, Aaron Gooden (Kitchener)

Open A -3- boats 1. Hunter Farris, John Harris, (Lakewood, Ohio)



Open B -5- boats 1. Mike Morris, Bob Borden (Pennsylvania) 2. Jack Blocker

Cats- 5- Boats 1. Jon Lou Dalle 2. Craig Napier, Ed Tait

- - - - Breaking News Addition! !! RACE HUT LOST! RACE HUT FOUND!!

Back from the depths of Fanshawe, the barge race-hut was rescued a few days after the regatta minus a few panels, flags and mast. We weren't and are not going to leave it there with the rest of the lost items in the depths of Fanshawe thanks to Hans, Len, Jim and Doug! A few other tales of recoveries this past year. A laser rudder lost overboard recovered after the Laser reunion (thanks to "Fear" Mike Shaw's deep diving and lung capacity skills) and a pair of glasses fished out by a pro casting display by Kevin Biskaborn (at your service) recently near the dock.

## F.Y.I.

From "The Lubber Line", of Nanaimo Power and Sail Squadron, we find out where the jacket called the blazer comes from, as well as the expression "chew the fat". In the mid-19th century, it was the navy custom for captains to buy uniforms for their ship's crew. Uniforms were not common amongst the lower deck, but most captains liked to show off their crews on ceremonial occasions. As the captain was paying for the uniforms, they were given the freedom to choose their own style and colour. The ship's crew of HMS Harlequin were dressed as harlequins; the crew of HMS Caledonia wore the tartan; HMS Tulip's boatmen had green suits with a flower in their caps. The most memorable outfits of all were the snappy blue jackets worn by the ship's crew of HMS Blazer. In no time, the crew became known as "The Blazers", and that is how the garment got its name.

The expression "chew the fat" is from the days when brine was added to barrels of meat for preservation, but it had a hardening effect on the fat. It was still edible, but took considerable chewing, so to "chew the fat" has come to mean to talk endlessly.

(Permission to reprint pending)

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## AROUND THE CLUB

### OTTO

Our hard working volunteer, Otto Biskaborn had to curtail his sailing early to deal with his hip replacement surgery. This time they replaced worn out parts as he has sailed this course some 17 years ago. I guess they don't make hips like they used to! At this writing, he is coming along nicely though it takes

time for the new bolts and shackles to heal into the bones! Sounds great doesn't it?

His boat was hauled, cleaned and delivered into storage late in August with the help of several Club members. Otto wishes to thank one and all for their compassionate assistance. We hope to see him dancing again at the Annual Banquet on November 15! Hope you are there to see it too!

## **BRIAN**

Though stout of heart, Brian Perry had to beach and store his boat in August too as he prepared to have his knee repaired on the 25th of that month. As we are going to press, Brian advised that he is putting the crutches in the closet and he is getting around slowly though apparently with lingering pain without them. In fact, Brian was working as part of the Committee Boat crew for the Pumpkin Regatta. Can't keep a sailor away from the water for long! Expect to see him at the Banquet sipping that black beer but not dancing as he claims he couldn't dance before the operation. Glad you're back Brian.

## **SCOT SMITH**

How sad to hear that our member, Scot Smith, new to the Club this year, passed away August 30, losing his battle with cancer. Likely not known by a majority of FYC members, Scot enjoyed several trips around our lake with Steve Currie as he did not launch his own boat. Had we known of his condition, not disclosed to many as far as we know, perhaps we all could have made his last days a bit more enjoyable. Let's hope that in the future, we are made aware of problems like this so other members can volunteer to help.

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## **CRUISING IN THE NORTH**

By Graham Forster

Friday the 18th July, The cruising boats gathered at the Masonville shopping center and despite the time of 0600 the crews were all in a happy mood. We left in convoy and had a safe trip to Spanish and our launch marina. Two boats took the ferry, and Les Pomeroy had to re-pack his trailer bearings, so they arrived later. The boats were all launched that day with everyone helping, so

we were ready to sail the next day.

Saturday we had a brisk sail to the Benjamin's and anchored at 1430 in a pretty cove. I intended to film the rugged scenery but I dropped my camera into the water, and that put an end to any more photos.

Sunday we had an exciting sail to Little Current in a heavy rain storm, we were soaked but a change of clothes and a hot lunch improved things. We anchored in another nice cove, and some of us tried fishing, but no luck.

Monday, Stayed in the cove and a camp fire and pop corn supplied by Les Pomeroy, some of party were disappointed that it did not explode and catch on fire as happened last year.

Tuesday some of us sailed to Killarney for supplies and a fish & chip lunch. We had some light rain and variable winds and anchored on horseshoe island we logged 30 N. miles that day.

Wednesday, Brisk sail to Haywood island.

Thursday, time to start back to Spanish, we passed through the lift bridge at Little Current 1300 refueled and had lunch and ice creams. Had a great sail with a following wind to Sturgeon Bay had to send the crew forward to spot the rocks at the entrance. Camp fire on shore, and we were surprised to see a deer come out the woods to browse at the shore.

Friday, a nice sail to McTavish Island for lunch and a swim, then on to Fox island anchored 1730. Our good weather had to change with rain in the night. We said good bye to Les Pomeroy who had to be home early.

Saturday, it rained most of the day so we took it easy on the boats, but Hans Schaffner wanted to leave a day early and took off in the rain, a decision he came to regret, it was a rough ride to Spanish.

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Sunday, It was an exciting sail back to the Spanish Marina, through the little Detroit narrows.

We got our boats out on the trailers, slept aboard and took off after an early breakfast on Monday. Arriving home safe and sound at 1930.

All in all a great week although Mike had the bad luck to break a stay in the storm and had to leave early in the week,

A word of thanks to all that had to use Channel 12 to accommodate my old VHF radio, and to Doug MacKenzie and his crew for having the crews over to

his boat for some much appreciated home cooked meals. (Canned stew can get monotonous,) I think the extra cans we took off the boat lightened it by 200 Kilograms.

## **GRAHAM WRITES TO GAM**

Dear Sir,

Your readers may not be aware of our club which is situated on a small lake on the outskirts of London Ontario, it started 50 years ago and it celebrated its bi-centennial this year.

In the 60s it had a large fleet of Y Flyer's, enough for 3 fleets for the Sunday races. Over the years it has given way to more cruising boats, we have 7 Sirius 21 & 22' boats, and others up to 26'.

We run several regattas in the summer, also a very successful sailing school, with a boat for handicapped persons.

The articles, Stalking Blueberries in the Benjamins were of interest, because the last few years a group of cruising boats trailer up to Spanish to launch and sail the North Channel, this year seven boats made the trip, the smallest 19' and up to a 25'.

We anchored to shore in different island coves, and slept on our boats. This year we covered Little Current, Haywood island, Fox island, Sturgeons Bay, Killarney etc. For more information on our club, our website is - [www.fyc.on.ca](http://www.fyc.on.ca)

Sincerely,

Graham Forster, Member, F.Y.C.

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## **LASER REUNION**

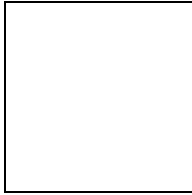
The Laser Sailor Reunion was held on Saturday August 16th, 2003. Along with the young "more experienced" sailors, there were also some of the "old original" laser sailors from FYC. The day included many exciting events such as a slalom course, laser frisbee, anything goes propulsion, short upwind - downwind racing, and of course the occasional carp caught off the dock by sailors waiting for some action. Overall, despite the morning thunderstorm, it was a great day! Thanks to Jim Carroll and Rick Goldt for all the time they put into planning this fun event. There are currently no pictures to post, but they will be on the web as soon as they are made available.

Editor: We hear that former Commodore Anne McEwen was in attendance. Don't know if she is classed as "old original" or "young experienced" but would have loved to have seen her.

## **FRENCH SAILING**

By Chris Hairsine

This July, Doug and I headed off for another adventure. This time we were off to Newfoundland. We flew into St. John's where we spent the night. Then early the next foggy, and I mean foggy morning, headed south to the town of Fortune. From here we boarded a ferry for a two hour ride to the island of St.



Pierre. The seas were very rough and this crossing is not for the faint of stomach.

Upon our approach to these islands, which are part of France, we spotted a most magnificent site. In the harbour, right before us were sailing school students in their Optis with their instructor. Couldn't ask for a more beautiful sight.

Upon arrival we walked around the harbour and came upon the St. Pierre Sailing Club . The junior kids sail Optis and the older students sail Hobies. As we explored more of the town we found sailing school posters hand coloured by the kids in many of the shops and public buildings What a clever idea!

We enjoyed lunch in one of the islands excellent restaurants, wandered through colourful streets and visited a typical French patisserie (bakery) before boarding the ferry back to Newfoundland. Just as we departed, the sailing school kids were going out for an afternoon of sailing . How we wished we could have joined them.

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Anyone planning to visit the islands of St Pierre and Miquelon should reserve passage beforehand. The islands are part of France so proof of citizenship is recommended, the currency used is the Euro and just as in France, stores close from 12-2 pm .

The ferry ride back was pleasant and a seal was swimming close by. The rest of our Newfoundland vacation, the wales, the fiords, the icebergs and the wonderful people we met is the stuff only dreams are made of.

Now there's a Club House, says Chris!

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## LETTERS

Hello Everyone

Well I have now experienced my first (and hopefully last) Hurricane.... Isobel., which hit Virginia on Thursday Afternoon . The late summer and fall is hurricane season in the Atlantic, and while usually it is the Carolinas that are hit.... this time we had an extra large storm, and Virginia was hit as well. As of today (3 days after) there still was not phone or power (Canadians always call it hydro... I am still having to stop myself) However on Friday, I was able to find a pay phone that for some reason was working so I was able to call my mother... she told me all my siblings were watching the events on TV... with the power being out we missed all of this as we could only listen to the radio , so missed all the TV pictures.

The Siemens Plant sailed through Isobel with no issues... fantastic news, since the roof was in very bad shape, and our facilities people had been warning we had a very good chance of loosing it. In addition, no damage to my house, although I did loose one tree..... much more fortunate than some.

I live in the city of Newport News, near the James River, which is considered the "high side" of the peninsula, so was not affected by the storm surge. I was at home through the storm, lots of wind (howled like a blizzard) and lots of rain according to my rain gage I got 4.5 inches of rain in under 24 hours. They had predicted up to 15 inches so once again we were very fortunate. I got a little bit of water in the basement and I lost only one tree that came down, landing in my neighbors yard missing everything strategic (houses etc.) so I was very lucky.

However the tree damage around town was quite something. The soil was very soft and water-saturated already from rain and a number of my neighbors had huge trees fall, in a few cases, landing on their houses, with very substantial damage done. I understand there was a great deal of tree damage in Williamsburg, and was lots of flooding in Hampton. I am sure I will hear lots of stories when I get back from China.

Friday was a beautiful day, 82 F, clear and sunny, everyone spent the day cleaning up. We spent the day cleaning up branches and leaves cleared from my yard. Wal-Mart, the grocery stores etc. are all open for business running on generators, however there are not many gas stations open, the ones that are open have line-ups for miles... even at 6:30 AM this morning.

My neighbors are wonderful. I had initiations to dinner each night through the storm, and the day after... everyone is having "freezer parties" as everything

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starts to thaw, so people are handling this all very well . I was scheduled to leave on a business trip, so actually flew out of Virginia on Saturday mooring early. One of my neighbors is keeping an eye on my house for when the power comes on (which we all hope is soon)

I hope everyone is doing well, it was great to see everyone again at the Laser Reunion and Club Championships

Take care

Anne

(PS my e mail address has changed, to [anne.mcewen@siemens.com](mailto:anne.mcewen@siemens.com).... They have dropped the "at", anything sent to my old e mail address gets forwarded to the new one, however they are going to be cutting off all the old addresses soon.)

## **CLUB CHAMPIONSHIPS – AUGUST 30, 2003**

by R. Goldt

The 2003 Club Championships were held on the Labor Day Weekend. Registered were 22 boats in 5 classes. Three races were held on Saturday August 30. The Champion of Champions Race was to be held on Sunday August 31 , but was postponed to Sunday September 7, at 3pm.

The following volunteers are thanked for pitching in:

Chair: R. Goldt (subbing for Brian Perry )

Registration / Treasurer: Jim Mc Kenzie

Rescue Boat teams: by Andy Turnbull with Saturday rescue teams of: Joe Pol, John Bryant, Jeff Kaiser, Ross Green, available for Sunday; Johan Vischschraper and friend (thanks for patiently waiting for the Champions Race postponements on Sunday)

Race Committee: Tom Sullivan and son Kent -- Prizes: Will Pol

Carlene Hone helped everyone start off the morning with coffee (with exotic creamers) and Timbits.

This was Tom's first time on Race Committee for a regatta at the club and he did a great job with the wind conditions. Tom's sharp eyes managed to keep track of the competitors around the course, only occasionally losing them through the trees in front of the race hut. Some Portsmouth Numbers needed to be located for the Hobie 20 and Hobie 17, fairly new boats to the club this summer.

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### Champions Race:

The champions from their classes arrived for their 2 pm race the next day, but to no avail, as the wind played games with many sailors out for a sail. The wind would at one time fill in from the north, drop completely and then completely about face and fill in again from the south west. This went on for the rest of the afternoon and the decision was to have the race on Sunday, September 7 at 3 pm.

Finally the Race got under way a week later under fair west – northwest winds. The course was 4-6-B. 4-6-1. . In the end, the Wayfarer beat the Laser by only just over 20 seconds to win. The others, in finishing order were the Albacore , Dart , and Tanzer 22.

Thanks to Doug MacKenzie who ran the race and toiled over the handicap calculations.

## RESULTS OF RACING

<u>Wayfarer</u>	Race Number with position below	1	2	3	Pts	Pos
7660	Rick and Arron Goldt	1	1	2	4	1
7663	Jens, Amy, Sharon Biskaborn	2	2	1	5	2
3571	Bob Kennedy & Drew McFeeters	3	3	4	10	3
6732	Len Macdougall & Petrer Wilkins	4	4	3	11	4

<u>Laser</u>	Race Number with position below	1	2	3	Pts	Pos	
102487	Brad Biskaborn	1	1	1	3	1	
112258	Anne McEwen	3	2	2	7	2	
20791	Kevin Biskaborn	2	3	3	8	3	
37522	Ravi Gupta	DNF	5	4	4	13	4

<u>Dart</u>	Race Number with position below	1	2	3	Pts	Pos
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7	Kris Kozak	1	2	1	4	1
2957	Doug and Allana Jones	3	1	2	6	2
5000	Carl Holland	4	3	3	10	3
3913	Craig Napier	2	4	dnf	5 11	4

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<u>Open – A</u>	Race Number with position below	1	2	3	Pts	Pos
6271	Albacore – Will and Joshua Pol	2	1	1	4	1
1018	Dart 15 – Nina Myers	1	2	2	5	2
371	Hobie 20 – Paul DeViet and Chris Hodgson	3	3	3	9	3
6410	Hobie 17 – Don Lawrence	4	4	4	12	4

Open B-	Race Number with Position Below	1	2	3	Pts	Pos
1305	Tanzer 22 – Hans Schaffner	1	1	5	7	1
25086	Mirror	2	4	1	7*	2
1424	Mariner – Doug MacKenzie and Paul Sullivan	4	2	2	8	3
1131	Venture 23 – Mike Morris	3	3	3	9	4
1462	Siren – Jack Blocker	5	5	4	14	5
777	MC Scow – Mike Cowan	6	6	6	18	6

\* tie breaker by most 1st, 2nd, etc., etc.

Editor - Modest Rick failed to mention that it was he and Aaron in his Wayfarer that was declared the Club Champion! Congratulations Rick and Aaron!

## CLUBWARE

I would like to remind everyone that orders may be placed for clothing over the phone using a visa or Master Card.

Any Christmas orders must be done before the end of November, and as a reminder I must have a total of 6 items combined before I can submit an order to be filled.

If anyone is wanting something soon I am looking for 3 three more items so that I can place some outstanding orders.

Thanks, Lori Chessman, phone 659-4633 - Albatross@sprint.ca

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## **NOTICES**

**ANNUAL BANQUET - NOVEMBER 15, 2003**

**St. George's Club**

**Dundas Street East, just before Trail's End.**

**Tickets \$30.00 per person**

**Available at the Work Parties from any member of the Executive -**

**Cocktails 1800 - Dinner at 1900 (ish)**

**Great time last year - could be better this year if you are there!!**

## **WORK PARTIES**

**October 17 - all boats off moorings**

**October 18 - first work party - 0900 - use the main gate**

**October 19 - Park closes - 1400 -**

**October 25 - 0900 - second work party - use North gate**

**November 15 Annual Banquet - St. George's Club**

**November 17 General Meeting - UTRCA re the 2004 Budget**

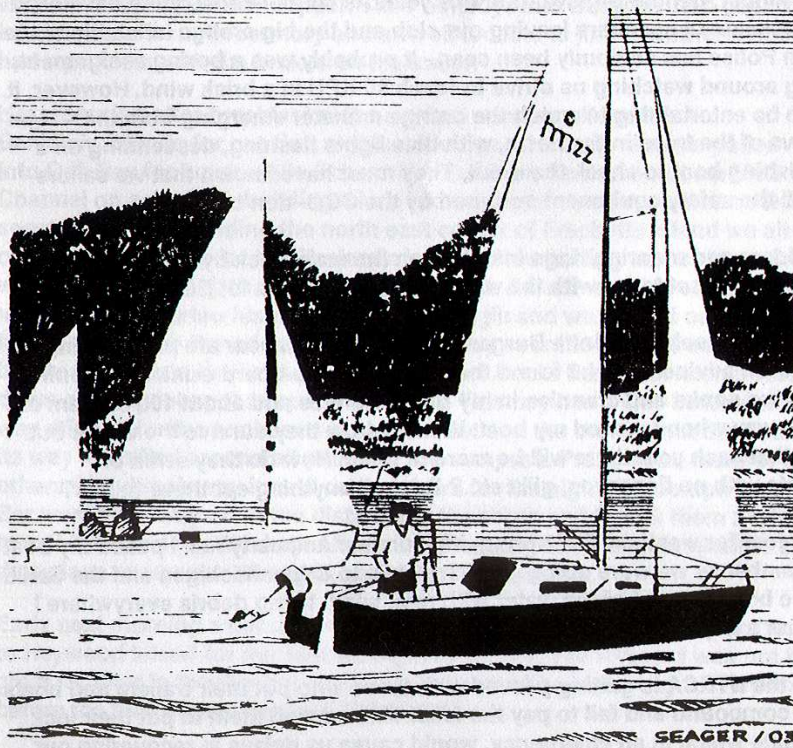
**SAILOR MIKE ASKS YOU TO DINNER!!**

**Remember to set your course for “Archies” on Commissioner’s Road East on October 15, the first of 5 Wednesday night get-togethers. Lots of fun last year -A great idea of Mike’s! Good food at good prices and a chance to have a friendly chat with those at whom you yelled “STARBOARD” all summer. Hope to see you there around 6:30PM, Call Mike, 451-7309 for more details.**



HELP CELEBRATE OUR  
**50<sup>TH</sup>**

# DOCKSIDE SCUTTLEBUTT



**1953 – HALF A CENTURY OF BOATING FUN - 2003**