

DOCKSIDE SCUTTLEBUTT

Issue 04-05

October, 2004

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:

**41 Nottinghill Crescent, London, ON, N6K 1P9
519- 472- 0453 - Smith633@aol.com**

EDITOR'S COMMENTS

Finally, we have a Vice Commodore!! Rose Eidt has agreed to take on this responsibility and from what we have seen so far, she will do very well indeed. Of course, she will be looking for assistance and direction from experienced members but we know she will do just fine. In addition to filling this position which has been vacant for a while, it is great to see another female on the executive in line to be Commodore.

Please be advised that children of members, needing hours of volunteerism to qualify for Secondary School graduation can acquire some by attending and helping at the Work Parties. Hours served will be noted and certified by our executive. A good opportunity to easily add to your required total of 40 hours over four years. Hope to see you there.

It is hoped that the water level will be higher when it is time to pull our boats, especially the larger ones. Seemingly, our concrete ramp at the South dock has been undermined and the resulting large gaps could cause your trailer wheels to become trapped. Better to use the most Southerly dock at the South ramp when retrieving your boat.

Enclosed with this letter is a plea from Past Commodore Holland for help in filling the offices needed to run this club. We have been begging for some volunteers to come forward and though we are happy to see Rose Eidt take on the role of Vice Commodore, we still need more people. As you will see from Carl's enclosure, we need a treasurer as well as the other positions noted. We are not aware that there is anything in our Constitution that precludes former officers from returning to the Bridge and there are many experienced people in our ranks. Please help us out. I'd hate to think this could be the end of Fanshawe Yacht Club!!

MEMBERSHIP AND CLUB NEWS

Our Membership Chair, Otto Biskaborn reported in August regarding the status of our Club Membership. In recent years, we have had an unusual number of members retiring from this fifty year old club. However, it is encouraging to see that we are gaining new members and the future is looking better. Otto reports as follows –

Full Members	93
Leasing members	7
Sailing Members	10
Lease – first year	7
Student	1
Instructors	2

TOTAL	120
	===

As a matter of interest, Otto, recovering from his second hip replacement, while exiting his boat with the mainsheet wrapped firmly around his ankle, went stern over bowsprit onto the dock. The bad news is that he fractured his knee cap. The good news is that with the positive attitude always displayed by Otto, he is coping well with the pain and lack of mobility that only time will heal. We wish our good friend a speedy recovery!!

We are advised that the Club owns a gasoline powered pressure washer that members can use to clean their boats. However, it is locked securely in our storage building so one would have to contact a member of the Executive, Doug MacKenzie or Brian Perry to arrange to access this asset. One might think it is strange that a piece of equipment that is so useful to members is a bit inconvenient to use. However, when we left a gas powered pump, used to bail boats, unattended, it disappeared!! We don't want this to happen to our washer so plan ahead and make your calls.

We are preparing to scrap the larger of the two trailers that for years have been the corporate head quarters of the Sailing School. In that building was a phone that could be used by members to summon help if needed. Now, you will note that there is a large brown box on a pedestal by the pole at the top of the North ramp and there within, you will find the newly relocated phone. The box is locked but can be opened by a member's key. In addition, the power outlet that was on the big trailer is within as well. By the phone is a list of the steps to be taken in case of an emergency and they should be followed exactly as stated to summon help. And – THE NEW POWER OUTLET WILL RUN MY PRESSURE WASHER !!! THREE CHEERS TO WHOEVER WIRED IT!!

WORK PARTIES

Hard to believe it's that time again. If you signed up for the Work Parties, then we'll see you there on October 16 and on October 23. As you will note from our "Calendar", we can use the normal gates on October 16 but as the Park closes October 17 at 2:00PM, we will need to enter from Fanshawe Park Road, the North Gate, on the 23rd.

If you did not sign up to be at the work parties, you are certainly welcome to come. Last time, the turn-outs were so good that we accomplished a lot on the first day so please pitch in and help. With the Boat House now in place, we expect the School boats will be already stored and that will save quite a bit of time. However, we can use work gloves, shovels, paint scrapers and hedge trimmers. Please pitch in and help.

Also, it's worth coming out to enjoy a delicious lunch by our chefs Mike Wareing and Jose Renes.

THE BANQUET

As we advised last issue, we will have our annual banquet and it will be at the Huron House at Highbury and Huron on Friday November 12. Always a good place to eat as recommended by several of our members. Personally, we enjoyed the food and service they provided as they catered for the Graduation Dinner for the Power Squadron at HMCS Prevost in May.

Tickets will be available at the Work Parties from any members of the Executive. If you don't attend those functions, tickets can be available by phoning any executive member, especially Rose Eidt, our new Vice Commodore. Welcome aboard, Rose!!

PLEASE REMEMBER to purchase your tickets in advance! Tickets will not be sold at the door. Huron House Restaurant requires a minimum of one week's notice for the total number of meals to prepare. Therefore, the last day tickets will be sold is November 4, 2004. So, please contact us today!!

COCKTAILS at 6:00 AND DINNER at 7:00PM

PRICE – \$25.00 per person

FANSHAWE YACHT CLUB

ANNUAL BANQUET – 2004

DATE – FIRDAY, NOVEMBER 12, 2004

**WHERE – HURON HOUSE RESTAURANT
1345 HURON STREET
(S.E.C. HURON & HIGHBURY)
LONDON, ON**

**TIME: CASH BAR 6:00 PM
BUFFET DINNER 7:00 PM**

COST: \$25.00 PER PERSON

MENU

Roast Sirloin of Beef~ Oven Roasted Chicken~ Roast Pork Loin

Steamed Vegetables ~ Oven Roasted Potatoes

Caesar Salad ~ Garden Salad

Over 7 choices of salads ~ Relish Trays

Cherry Cheese Cake – Tea and Coffee

**For further information or to order tickets,
Email – fycbanquet@rogers.com**

Or contact

**Rose Eidt – 964-3366
Sue Goldt – 473-1966
Betty Dietrich 660-1354**

ONTARIO SUMMER GAMES

The "Summer Games", have come and gone and the water events at Fanshawe were handled very professionally by our own Peter Wilkins. Below is a copy of a "Thank You" from Peter to those who volunteered and made the event trouble free. Thankfully, the weather co-operated and our young sailors gained some good experience to encourage them to aim for the Olympics in the future.

Subject: Thank you

To: Rick Goldt, Hans Schaffner, Ravi Gupta, Brian Perry, Steve Dietrich, John Dietrich, Ross Green, Graham Forster, Cris Knowlton, John McCamus, Bob Kennedy, Sharon Biskaborn, Kim Elworthy, Kevin Biskaborn, Roy Elworthy, Pat Cullimore, Carl Holland, Leonard MacDougall, Doug MacKenzie:

Thank you all, again, for your time, efforts and enthusiasm over the past several days in volunteering to host the Ontario Summer Games Sailing events. I believe that we, as a group and as a Club, presented a well-organized, well-staffed and friendly venue for the sailing events. I received, on your behalf, many compliments and thank-you's from the sailors, the coaches, the parents and from the Games Organizing Committee on the way our venue was presented and the way the events played out. We showed the young competitors three days of quality racing (with the help of the weather) that they will remember for some time. The icing on the cake came as we presented bronze medals to two of our FYC sailors.

As we geared up for the Games, one of my "memos" to you summed up with the comment that I was "confident that we can show the sailors and spectators a good time!" I know that we exceeded that prediction many times over and I am proud to have been a part of it.

I conclude by urging you to come out for the Volunteer Recognition Party tomorrow, Sunday, from 5:00 to 8:00 pm at the "Ceeps" on Richmond Street. The party is intended for all ages of volunteers. Be sure to bring your accreditation badge for admission to the event.

See you there!

Peter

Editor – and a big thanks to you, Peter, for all the organizational work you performed in addition to making sure the whole event ran smoothly.



SALUTE TO COMMODORE CURRIE

Finally, in perfect weather, our delayed annual Sail Past paid tribute to our hard working Commodore, Steve Currie. Hard working indeed as with no Vice Commodore, Steve was extremely busy and we are very fortunate that he was willing and able to perform as many hours as he did.

With others, Steve made several trips to Fort Erie to arrange for the construction and eventual delivery of our new CL 14's as funded by the Trillium Foundation. Also, as reported earlier, Steve attended at the Royal Hamilton Yacht Club to view their "Person Lift", needed for easier access for those who find getting into their access dinghy to be a challenge in itself. Our fluctuating water levels makes this installation very difficult!

Further, Steve has had to oversee the conception and construction of the Boat House which, when a permanent electrical installation is made next year (we hope) will complete that project. A great addition to our Club. Also, Steve led the executive in forming the job description for the newly created position of Manager, Sailing School, and the hiring of Fred Eidt which will add to the structure of that entity.

Then, there are the other projects that are normally handled by the Vice Commodore such as organizing the Annual Banquet. We understand that the addition to the Executive of Rose Eidt will improve the V.C. situation and with the help of a few capable ladies, we expect it will be a fine event but again, there is the worry that goes with all of the above.

Steve, we all appreciate your fine work resulting from the many hours you have had to contribute to make this a very successful year, (other than the weather) and wish you luck in your task next year on the Nominating Committee.

For your Information – a summary of the most recent Executive meeting to bring you up to date on what’s happening¹

Membership: we now have 120 club members. Six or seven new members have joined during the summer.

Boat House: Brian Perry/Steve Currie

Thanks to Aaron Eidt for helping to dig the trench needed to carry the hydro supply under the roadway and into the new building. Brian Perry installed the cable from the hydro pole on the east side of the roadway across the road and into the building, so the electrical system in the new building is now operating. A new floodlight mounted on the Boathouse illuminates the gate and the entrance area of the Club. Brian has disconnected the electrical system in the old School building, and routed the existing hydro and telephone cables into a connection box mounted on the pole at the south end of the old School. This box, opened with a Club key, now holds the School telephone and the hydro sockets.

The Boathouse project is now complete except for the landscaping, which will be addressed during the Fall Work Party.

Renew School walkway: Carl Holland and Brian Perry

Abbott Concrete has submitted a proposal to cap the walkway with reinforced concrete that the Building Committee has accepted. After talking to the contractor Brian Perry expects the work will begin in the first week of October. Abbott will also look at the South ramp at the same time.

Personal Lift: Steve Currie

Steve Dietrich has requested prices on a lift offered in the Able catalog that he discovered is in use now at the Burlington Yacht Club. This particular lift can accommodate a large change in water level, so would be suitable for use at FYC. It could be located along with the Ablesail boat at the north end of the main dock.

REPORTS FROM OFFICERS:

Secretary: *John Bryant* - Our insurers have submitted an invoice for \$252 additional premium to cover the final delivery of new boats.

Treasurer: *Michelle Patten*

Michelle presented the accounts to September 13, retained with these minutes. FYC has a current account balance of \$77,303 plus investments valued at \$25,738.85. For the Club, income at \$20,273 is below budget, but expenses are lower at \$16,604, for net ordinary income of \$3,668. Total capital allocation and other income are \$10586. Capital expenditures,

including \$13,600 for the new building, are \$13,987. With Net Other Income of negative \$3400, Net Income is \$287.

For the School, total income from operations is \$49,997, while total expense is \$42,489 for net ordinary income of \$7,508. Other Income including the Trillium Grant was \$46,996, while capital expenditure, including \$42,335 for the new boats and \$6823 for the new building, was \$49,158, for Net Income for the year to date of \$5,346. The annual payment for the YMCA students has not arrived yet, but the bill for student transport is expected to be about the same dollar amount. Michelle now expects the School to have net income of about \$5,000 at the end of the year.

Sailing School Director: Josie Scarlett/Steve Currie

The School has enjoyed a successful year from the training and from the financial points of view, and, thanks to manager Fred Eidt, relations with Club members and with parents have been very good. Here below is Director Josephine Scarlett's Report on the season's operations. Manager Fred Eidt is also preparing an end-of-season report to the Sailing School committee.

Many thanks to all the Fanshawe Yacht Club members who helped to stage the sailing events of the Ontario Summer Games. Peter Wilkins and Rick Goldt worked with OSA to set up the regatta at FYC, Peter, Rick, Ravi Gupta and Brian Perry who helped by officiating from the club barge, Sharon Biskaborn who helped with the gate and the first aid room, and Jim McKenzie who helped train our two crews in starting tactics, and the many others who helped behind the scenes.

Sailing School Director's Report to the FYC Executive Board 09/13/04

The FYC Sailing School closed on Friday September 03. On that day Fred Eidt, the School manager, and the instructors stowed away most of the boats and gear in the new Boathouse. An inventory of the School property was also taken at this time. Three new boats were left out for the use of leasing members, plus one coach boat for use at the FYC Pumpkin Regatta. The three new boats and the coach boats may have to go in the large chalet for the winter.

Registrations:

Adults: 41. 4 persons had private lessons and there was one group lesson for Girl Guides.

Adults leasing: 12, 7 of them from this year's courses.

Youth white sail: 86 (3 courses were at or over capacity) - very good

Youth bronze: 29 students, a record! YMCA student numbers are not in yet.

The winner of the best in Youth White Sail - the "Harry James trophy" -
Daniel Chevalier

The winner of the best in the Bronze level - the "Zephyr Trophy" - Vincent Klingenberger. Both were given keeper medallions and their names will be inscribed on the plaques that are kept in the trophy case.
Fred Eidt is now doing the final evaluations for the instructors.

Ontario Summer Games

Our team of four (Graham Morton, Matt Quinn, Sophie Bellacosa and Vincent Klingenberger) was divided into Divisions A & B. Sophie Bellacosa and Vincent Klingenberger won Bronze medals in Division B.
The boats from Kingston Sea Cadets, their second best fleet, were in pretty bad shape - the boat that Graham and Matt had was awash most of the time.

I plan to retire from the position of Sailing School Director /Membership chair at the end of 2004.

Submitted by
Josephine P.Scarlett
Director FYC Sailing School 2004

Fleet Captain: Brian Perry

Brian has prepared a map of the broken concrete slabs at the south ramp (retained with these minutes.) Jim Abbott of Abbott Contracting visited the Club today to see the walkway and the ramp, and suggests it may be possible to "stitch" the broken pieces together using rebar bonded into the existing concrete with epoxy. He would then add another covering of concrete to the slope and possibly extend the ramp into deeper water. Brian will discuss this proposal with the Building Committee.

Rear Commodore Jeff Eames: no report.

Vice Commodore: Rose Eidt

Tickets for the Annual Banquet at the Huron House Restaurant are now on sale and other arrangements for the Banquet are going well. Betty Dietrich and Suzanne Goldt are the organizers of this event.
Rose has been working with Steve Currie to familiarize herself with the list of activities that have to be carried out during the two fall Work Party weekends. The new School boats and one of the coach boats are already stored in the Boat House. Two of the old School trailers are to be demolished during the work parties unless any members step forward to claim them; Rose will order a "blue skip" from BFI to remove the remains of the trailers and any other unwanted materials around the Club grounds.

Safety Officer Ross Green is preparing a list of safety-related points around the Club that need attention during the Work Parties.

Commodore: Steve Currie

Our Nominating committee chair, Carl Holland, is urgently looking for a member to succeed Steve Currie as Commodore and is very concerned that his efforts have not been successful so far.

Steve reminded the officers to begin work on developing the budgets they need for next year so as to be ready for discussion at the October executive meeting. The agenda of the October meeting will be devoted to preparation for the annual Budget.

Motion to Adjourn, at 9:54 pm: Brian Perry

Next Executive Meeting will be on Tuesday October 12, 7:30 pm at the Clubhouse.

John Bryant
Secretary, FYC.

OUR CLUB CHAMPIONSHIP

There is an old limerick that starts out "T'was a dark and dreary day when little Nellie went away - - -" and that pretty well describes the weather for the whole Championship weekend. Steady drizzle and light winds kept the entries to a minimum. No way I'd start out in that and would have been happy had they decided to draw straws to declare the winner!

However, there were a few stalwart competitors that braved the terrible weather to participate in the annual event – Bob Hendry, Mike Morris, Hans Schaffner, Rick Goldt, Jack Blocker, Jens Biskaborn and the winner and Club Champions is - -

KEVIN BISKABORN

How nice to see a young member claim the championship trophy. Perhaps this is a sign the club will be regenerated with younger participants so our sport can continue for another 50 years. Congratulations, Kevin!!

LETTERS

Hi Ralph

It is nice to hear from you again. Yes, I am writing from Virginia this week, but am spending more than half my time now in Europe. I made it to Canada for 2 weeks in August and could not resist coming by the club, to see the new Sailing School Building... it looks GREAT !... everyone should be congratulated, as I know a lot of work from members must have gone into the building.

While in Hamilton visiting my sister Jenny., I was recruited for an evening to go out in the ABLE sail boats (this time one of the MARTINs), as the "instructor." The Martin is actually closer to a small keel boat, and is significantly larger than the access dinghy. At any rate., I got to see the process using the hoist to put the clients into the boats. We had a very nice sail that evening - there were actually 2 clients., both of whom were adults., and had sailed some before their injuries (both fairly severe spinal injuries) . Both of the clients had a fair knowledge about sailing already. I was just along for the ride. Anyway I was quite impressed.

When I had been in London, I was volunteered at one time for the "Track III" skiing program run out of the London Ski Club. This is a very big program., that teaches people with all kinds of different disabilities how to ski. (In my case, I was teaching blind kids skiing.) At any rate, I had often wondered if there might be a way to make a partnership or association with the Track III program.. the seasons would complement each other (winter vs summer) ., and it would give a source of expertise (on everything but sailing) , and maybe even some volunteers.... Just an idea.

I hope all the flooding finally stopped in Ontario long enough that everyone could get in a sailing seasons... and that it finally warmed up... I had heard it was a cool summer this year.

I always enjoy the Scuttlebutt... and it keeps me up to date on all the comings and goings at FYC

Best Regards
Anne

Editor – It's always interesting and indeed, informative to hear from our former, and to date, only female Commodore, Anne McEwen, though we hope we will change that. What interesting ideas she presents. Perhaps we can see about becoming more involved in needed community activities.

THE 11TH THOUSAND ISLANDS CRUISE WEEK

By "Sailor Mike" Morris

With some excitement, June 18 found Shoestring (John & Hilary Burgess) and About Time (Sailor Mike) heading east toward Treasure Island Marina near Kingston for the start of the 11th annual Trailer/Sailor cruise week. Just east of Toronto we were joined by Robert Paquet from Niagara Falls and his Edel 540. All was going well and we arrived in good time at the marina. The crew of Shoestring was to attend a wedding on the 19th and were going to join the flotilla on Sunday. After more than a little fussing around we managed to get the boats launched and tied up for the night. Local members Bob and Chris Maddocks showed up and proceeded to load their boat with supplies for the coming week. All were eager to get under way but we decided to stay put for the night and sail up to Canoe Point NY in the morning to join the rest of the group.

The sun rose Saturday morning as did the wind. Robert decided he would stay in the marina while Chris, Bob and I decided to sail down wind under main sail only. This was an easy ride even though the wind was strong, 5.5 to 6 knots were noted as we scooted along up the Bateau Channel, past Gananoque, thru the cut and over to the marina on Canoe Point. When we arrived we got the first bad news. Bob Bordens fancy A-frame mast had collapsed in the high winds and they returned to their launch site and headed 350 miles back home to get the conventional mast. They would rejoin us when they returned (another 350 miles). By late afternoon the other 7 boats arrived and old friendships were renewed.

On Sunday morning all looked great. The wind had dropped some and the fleet headed out for Gananoque with the final destination to be Kingston for the day. On the way over to "Gan" I lost my jib halyard and motored the final bit with the jib laying on deck. The whole gang pulled into the town dock. Some went for lunch while others just did some sight seeing and I fished the halyard down and made it fast to the sail. Once I had that business attended to I managed to get John and Hillary on the phone and they came into town and prepared to get Shoestring ready for its first sail among the famous Thousand Islands.

John pulled into the parking lot and proceeded to rig the boat and when all was done he backed the trailer around the corner toward the town ramp and we found a telephone wire strung across the ramp. Bummer. Shoestring would not go under. The mainmast was lowered in hope the mizzen would slide under the wire but no go. The boat had to be totally derigged.

With no masts up the boat was launched and moved out into the basin to be rigged on the water. During all this frustrating work one of the group (a most obnoxious person) kept prompting John on how the work should be done. More than a tad annoyed and in frustration, an attempt was made to step the main mast and no one noticed a shroud was caught between the side of the boat and a dock bumper. As the mast went up, the shroud caught and the mast was broken at the tabernacle. Shoestring would not sail this year. The boat was packed up and off they went to find a place for the night.

The wind had continued to build and was coming directly from the way we wanted to go. It was decided we would motor the short way over to Beau Rivage Island for the night. It turned out to be a wonderful night as we snuggled in behind the island out of the wind. Come sun up the wind was still howling from the west. It was decided we would head out under power for Kingston. We stayed in the Bateau Channel to avoid the rough conditions in the "Forty Acres". Part way there was noise coming from my engine. One leg of the recoil starter had broken and it was vibrating against the engine. Arriving in Confederation Basin my VHF antenna fell off its bracket and hung upside down. One of the other boats wrapped a line around its propeller, shearing the cushion hub in the prop. They went back to "Gan" for repairs. A concrete nail duct taped in place got them going again. I just removed the starter and would continue by using the old style roper starter.

Next day the wind continued and we decided it would be best to stay put. We did the tourist things and rode the ferry over to Wolfe island. On the way, the Gods decided we were still having too much fun so it rained. The weather forecast next day said winds of 15KM and seas of less than 1 meter. Some of us decided to sail out around the west end of Wolfe, ending the day at the free dock in Cape Vincent NY. The others (and wiser ones) decided to return to Beau Rivage.

The group (4 boats) started out for Cape Vincent in light air and flat seas. About half way thru our 15 mile sail someone turned on the wind machine and we were soon lumping along in 2 meter seas with wind at 25-30knots. Not liking the light wind "About Time" was well behind the leaders but as the wind increased she seemed to enjoy it more and churned along making good headway into the rough water. I passed the Hunter 23 who was having a very rough ride but making headway just the same. Now and then a wave would slap the hull sending spray up over the cabin on my boat. I put a reef in . As I entered the main shipping channel I swung straight down wind. "About Time" was really moving. Much quicker than should have been possible as she surfed down these 2 meter waves. I turned the GPS on just to see what speed we were doing. 7.5 to 8 knots!!! I looked over

the transom and the boat was planning down these waves but well under control. As I neared Cape Vincent I thought it was time to wake up "Joe Honda" but he refused to come to life and I ended up sailing all the way into the town dock (thank you Fanshawe Lake training).

We tried everything but could not get the engine to run. Now with no motor and no VHF radio I called it quits. We went up town for an ice cream cone. While on that mission the wake from a large freighter entered the marina crashing the Hunter into the dock and tearing the rub rail bolts right through the hull. In years past, we sat there in the evenings watching the freighters going up and down and I don't recall ever seeing a small wrinkle of a wake enter the harbour.

Is there a picture beginning to form here? Eleven boats taking part on the 11th cruise. Must be something bad with those numbers. In the morning I got a tow down to the town ramp and bid the gang farewell. They took off in strong winds and were soon outta sight on their way to Clayton N.Y. I walked to the ferry dock and bummed a ride right back to where the truck and trailer had been left. By 1PM I was back on the ferry with truck and trailer. By 330PM I was going thru Canadian Customs with the boat on the trailer.

It again began to rain so I pulled off 401 and found a motel for the night. For me, the cruise was over. In speaking with the others a few days later they advised they were hit by strong winds and HAIL on the last day! In my other 5 trips to the "Islands" we never had bad weather. I guess this was the catch up year.

So 2 masts, 2 motors, rub rail, antenna and other failures will give stories to tell for years as we remember the "Cruise from Hell". Its gotta be better next year. Come find out.

That's all folks –

olde mike

BOAT STORAGE

Indoor storage in a barn with controlled, locked access and guard dogs. Better phone ahead to arrange to see if there is still room and if so, for delivery times and costs. Location is at 23476 Prospect Hill Road just North of the Bryanston road. Call Bob or Terry Barr at 461- 9056 to make arrangements.

JUNGLE JOHN (BRYANT) COMES HOME!! –

Part 3!!

Earthquake! Not a large one, but quite enough to wake and shake us all in our beds. It sounded like a massive truck going past the house, rattling everything on the shelves. Nobody seemed to get excited – my son-in-law Alain claimed with a certain bravado that they get three or four earthquakes a year, hopefully a bit of an exaggeration!

In the City

Lubumbashi, population about five million, is the capital of Katanga province and the second city of Congo; it's about an hour and a half by road from Likasi. Emma likes to go into Lubumbashi about once a month to get the groceries she can't find in Likasi – there are a couple of supermarkets that stock European packaged foods and household items, and shops with bigger equipment like washing machines and refrigerators imported from South Africa. Emma took us to Lubumbashi for a shopping expedition and to meet one of Alain's many aunts, who lives in an upscale district near the President's residence. After an excellent lunch, with Alain's aunt in charge we set off to see the sights and find some fresh vegetables, and we headed through a huge area of African shops, past the food market and the furniture market and the shoe market, getting dingier and dingier as we passed the ironworkers and the tire repair men and after them the goat market. Finally we arrived at our destination – a technical school operated by Dominican friars to train orphan lads in gardening and other trades. The apprentices at this school were growing the best fresh vegetables in town, plus some exotic herbs like fennel and artichokes that we'd never seen on sale anywhere else. Their furniture shop was making some pretty good stuff too – the designs were a bit old-fashioned, but they were making cabinets using solid hardwoods that have disappeared long ago in the West.

Adventure on the road!

On our trip to Lubumbashi we travelled in a Land-Rover truck that had seen better days. Travelling at 80 km/hr, we were constantly weaving around potholes, but our driver couldn't avoid them all, so we were treated to tooth-rattling crashes every few minutes. The main road from Likasi to Lubumbashi passes through several African villages, spread out for some distance along the road, all of them with children, chickens, goats and pigs wandering freely about. Along the road, Africans sit offering food items for sale – besides the usual corn and sugar cane we saw large rats on sticks, mice (I think) tied by their tails in bunches, and, bravest of all, a man offering large pieces of wild honeycomb. He must have had a hide like iron to risk the bee stings.

On our way back from Lubumbashi, going through one of the villages we

very nearly hit a pig at 60 km/h. We could see it all coming - the pig was wandering right into our path, and death was staring us in the face! My hands were clenched waiting for the thud, but the beast must have stepped back at the last moment – I swear I felt a bump, but in the mirror I saw the pig dash off to safety. Even our rather dour driver laughed with relief! To stop after you've hit a chicken, pig or goat can produce a local riot, so Europeans have long learned to roar on and settle up with the local village chief in safety afterwards.

The African villages are quite open, the little houses of mud or homemade brick surmounted with thatched roofs spread out over quite a wide area fronting on the main road. Here and there, in the villages or out in the countryside, are large conical mounds, up to fifteen feet high, most covered with grass and some with trees growing on them. These apparently are huge termite mounds that must be decades, or even centuries old. Emma warned us not to take photos in town, or in the villages, even from a moving car, as the local police seem to think all locations have some military value – or they're an opportunity to extract a healthy bribe to recover a confiscated camera!

Many vehicles on the road, even quite modern ones, are in appalling condition, belching diesel fumes and dust in huge clouds over the poor sods walking or trying to push bicycles uphill. Drivers honk all the time to clear the road, but if the cars run close to the edge of the road to dodge the potholes, walkers just have to dive into the tall grass to get away.

Out into the countryside

There's no jungle at all in this high area of Africa – the rolling hills are covered with a mixture of “flat top” trees and tall elephant grass, with some farmed areas in the bottom of the valleys. At one time there might have been lots of big game about, but by now we were told there's not much left in it but a few fast-moving antelopes.

One weekend, Alain's boss hosted a barbecue (here its called by the South Africa word braai) at a large farm his firm owns about 30 Km up a very rough road from Likasi. This turned out to be a jolly afternoon out for all the neighbouring farmers to get together over a few beers, and it was actually the only time we were able to go out into the African countryside and meet a few non-family people. While the steaks cooked we cruised out from the farm in a Land Rover, looking for a way up a to a hilltop for a view of the countryside, and after a hair-raising drive over boulders and through tall grass, came out at the top of one of the “koppies” – steep sided hills with a fairly flat top. “See that hill over there”? Ever a miner, Alain pointed out another large hill in the distance. “That hill's more than seventy-five percent iron ore, but it's not worth enough to get the iron out”. You might think

every compass for miles around would point towards a hill with that much iron in it, and perhaps they actually do! No wonder explorers got lost. One who did was the founder of Alain's firm. Pieter Swanpoel. As the story goes, he trekked north in Zambia to this spot in an oxcart about 1930, looking for some good farmland. He found a good spot, but eventually discovered he wasn't in Zambia, he was 50km inside Belgian Congo. The borders weren't so tight in those days! Fortunately, the Belgians let him stay, and his operations must have gone well, as he was able to expand the farm and as well begin a contracting business that his grandsons are still continuing today.

Getting in and out

We hoped to be able to get into Congo by the shortest route, from flying from Canada to Brussels and then directly to Lubumbashi, but because we had difficulties getting visas in Canada, we chose to travel to Congo through London, UK, then to Johannesburg and then north again to Ndola on the Zambia – Congo border, thinking that we would get visas there and be only a short distance by car from Likasi in Congo. We were babes in the wood – if we hadn't had help to get across that border, we would still be in Ndola! On the way back it took us four hours to drive from Likasi to the border, three hours to get across, and another two hours in Zambia to drive to Ndola. It's essential for the novice traveller in these parts to have a local guide to pilot him/her through the difficulties at borders, a fixer up who can use contacts, spread a few dollars in the right places to smooth the way past Customs and Immigration, and get visas sorted out. On our way into Congo, at the airport in Ndola, we were wafted along by a mysterious M. Gaston, Chef de Protocol for the Swanpoel firm, who had booked a flight from Ndola to Lubumbashi for us, held up the plane to Lubumbashi for half an hour so we could make the connection, found our luggage that had been somehow delayed in Johannesburg, and mastered the intricacies of the visa system so we didn't have to pay any baksheesh to get our visas. Thank goodness he was there! On our way back we crossed the same border by road from Congo into Zambia, and in spite of all M. Gaston's efforts it took three hours to get the whole family through into Zambia.

Into Zambia

Zambia (the former Northern Rhodesia) is amazingly different from Congo. There's a very distinct British appearance to the country; the roads are smooth and wide and well maintained, and the buildings in the towns look as though they had been picked up in England and dropped into Africa by parachute! I dreamed I was back in England on a hot summer day – even the traffic was driving on the right! I'm sure this short trip wasn't typical of the whole of Zambia, but it was such a joy to ride over the smooth road to the

airport and be able to understand the locals that for the moment, Zambia was heaven. Alas, we were still in Africa – every ten minutes along the road we had to stop at a roadblock manned by menacing looking police who checked us out, but surprisingly, didn't demand anything and allowed us through. At the Ndola airport, we headed out for Johannesburg and the long trip home to Canada; only twenty-two hours later, we were back home again in London, Ontario!

Editor – Thanks John, for sharing your adventures with us. I've been to Europe a few times but Africa has not been high on my list of priorities. The only time I was in Africa was to Morocco a couple of years ago and I must admit it was a great experience. They actually like Canadians!!

NOTICE OF GENERAL MEETING

Though we, as the General Membership, have enjoyed a hiatus from General Meetings for the summer, the executive have been dutifully meeting regularly. The next General Meeting is not until November 22, but you are encouraged to mark your calendars now as we will not be publishing again before then.

Perhaps it may appear that running a club with only a few more than 100 members would be easy but there are many factors and problems with which we must contend. The very nature of our entity creates problems as we are at the mercy of the elements that wear on all of our assets be they ramps, buildings, stairs to the dock, tenders and of course, our aging Whalers. Your ideas and input to discussions at these meetings are welcome and indeed, needed. Please come out and participate in the affairs of managing our Club.

ARCHIES RENDEZVOUS – BACK AGAIN!

Sailor Mike advises that the first get-together dinner at Archies on Commissioner's Road East will be November 24 and then again, skipping December, the 3rd Wednesday of January, February and March. This particular Archies has a buffet so whatever your tastes, you will leave satisfied – it's always been great. Mike has talked to the new owner and made a great deal for us! If we have over 20 people in attendance, we will have a draw and someone will win a free dinner!

Come on out and enjoy the company of the Club members that we will seldom see until Spring!

CANADIAN POWER & SAIL SQUADRON

The Commander of the London Power & Sail Squadron, the largest such Squadron in the country, is John Findley. Commander John is also the Coast Guard person for Port Stanley who gets dispatched to rescue boaters who find themselves in distress for a large area of Lake Erie. Just recently, John advised that in almost 40 calls to rescue those unfortunate boaters, none were flying the Canadian Power and Sail Squadron flag.

Of course, the flag could have been lowered to avoid the embarrassment of having to call for help but to us, the message is clear. Those who have availed themselves of the boating safety and procedure courses put on by the Squadron are less likely to find themselves in distressful situations.

In another matter of interest, John recounts how a Canadian Coast Guard boat was chased into a Canadian port by a U.S. Coast Guard vessel who attempted to arrest the Canadian crew for violating U.S. waters. The Canadians responded that since the Americans were armed, and weapons are not legal in Canada, the U.S. personnel were the ones to be arrested. They promptly fled back across the river.

The advice to those who boat in waters adjacent to the U.S. is to give them a wide berth unless you, and all others aboard, have the I-68 form or you could have your boat confiscated and face incarceration but it seems as if the U.S. Coast Guard in Michigan waters are more aggressive than those in the waters across from Kingston. These people are really touchy since 9-11 and should be regarded as armed and dangerous!!

The whole reason for the Power and Sail Squadron to exist is to promote safe boating. Classes for the current sessions are underway but are ongoing with new ones starting in the new year. For more information, you could contact the Squadron Training Officer, Mark Hunsberger, 453-4714.

CLASSIFIED

Dingy For Sale

8 ft. cold-moulded pram built to Gougeon Bros. Plan. Similar to Doug MacKenzie's "Little Greener".

Bright finished in and out. Small sail rig. 7 ft. leathered oars with bronze oarlocks. Rows and tows beautifully. Complete with small utility trailer. \$800 complete. John Nichols 471-8115

January 25, 2007

Dear FYC Member:

As we approach the sunset on the 2004 sailing season at Fanshawe Yacht Club, it is now time to look to 2005 and select the flag officers for our Board of Directors needed to lead the club.

In years past, this process has been entrusted to the Nominating Committee to solicit people who are willing and able to serve on the Board of Directors. As you may guess, this has been a frustrating experience for the few involved in that no one really wants the job and these people are left with no alternative but to badger people into taking the responsibilities. This is not a good way to do business. The fact remains however, that without someone to direct the business of the club; we really do not have a club.

This year in 2004, Mr. Steve Currie had to hold two positions in order to open the club. Although, I think you would agree that Steve did a commendable job, this has proven to be more than anyone should be required to do.

This year, I am personally asking you for your help to encourage someone to assume the role of Commodore, Fleet Captain, Rear Commodore, Sailing School Director, and Treasurer for the up coming 2005 season. Rose Eidt has agreed to start as a Vice-Commodore in 2004 and will continue in the same position for 2005. It is my belief that the process of selecting the flag officers should involve everyone. I would like you to consider those people that you know at FYC and ask if they will let their name stand for a vote. The intent would be for the membership to vote on more than one candidate. Most important to note is that a flag officer does not have to be the boat owner or the skipper of the boat. I know there are many people, female and male, that have very good leadership skills and would bring new thinking to the club.

This letter has been sent to you via e-mail, so please fill in the attached form save it to a file and attach the form in an e-mail to carl.holland@rogers.com. Please give this process a chance by participating in the nomination process. I would like your response no later than October 15, 2004. I will follow-up with you by phone to see that you received a form.

Yours sincerely,

Carl Holland
Chair, 2004 Nomination Committee, FYC

Nominations for the 2005 Fanshawe Yacht Club Board of Directors

My name is: _____

1. Commodore: _____

2. Rear Commodore: _____

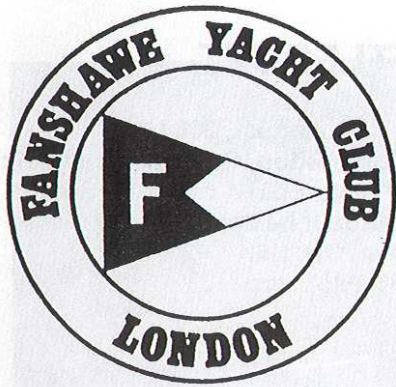
3. Fleet Captain: _____

4. Sailing School Director: _____

5. Treasurer: _____

Please forward this form to carl.holland@rogers.com on or before

October 15, 2004



DOCKSIDE SCUTTLEBUTT

