

# **DOCKSIDE SCUTTLEBUTT**

Issue 04-06

December, 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**

The most important thing an editor needs to maintain a newsletter is news! Were it not for our regular contributors like Sailor Mike, we would have little to print but I must admit that the Executive lately has been providing us with more news about the running our club which is really informative. The problem is not unique to our club as the Editor of the Power Squadron letter has threatened to send blank pages if he does not get more input from members. We are not about to do that, perhaps cutting back on the size but you are encouraged to send us anything that you may think would be of interest to our members.

All Sailors lie awake at night trying to figure out how to cope with a problem on their boat not knowing hat perhaps some other person has already come up with the answer. Please send any tips that may be of use by others and we will gladly print them.

We are always looking for small items or quotes to fill up the bottom of a page. Our Membership Chair and dedicated member Otto has helped with this problem by lending us his book "Mainsail to the Wind" by William Galvani, a gift from his family. You will see some of these quotes often. Thank you Otto.

The London Power & Sail Squadron has confirmed that Derek Hatfield will be coming to speak to us on April 15, 2005. Derek is the only Canadian to sail around the world single-handed. This event will be open to the general public. The date has been set but other details will be published as they become available as in place and cost. Some of you will recall the presentation by Alayne Main, the author of "A Sailing Promise" held in the Oakridge Secondary School auditorium. Ms Main is now practicing medicine in Ottawa having spent five years "Before the Mast". We'll keep you informed!

# WORK PARTIES

Well organized by Rose Eidt and well attended, the work parties accomplished a lot on October 16. How lucky we are to have Mike Wareing heading up the activities in the kitchen. Mike buys the supplies and this year, got things running very early to serve us breakfast of eggs, sausage and pancakes. If an army moves on a full stomach, then that must be why our work parties perform so well. Thanks to Mike, his daughter, Josie Renes and Otto who also got up early to help starting at 7:00AM. (Otto did point out that his involvement with the chile making was limited to stirring only) Then, well fed, with Rose having assigned the right people to the right jobs, everyone knew what was needed and got right to it. Already, the Club looks better with the removal of the larger trailer that was the corporate headquarters of the Sailing School for many years.

It is at these functions that we get to meet many members that one seldom sees on the water as we sail at different times. Of particular interest is the attendance of Peter Auksi. A few years ago, Peter joined the club with a MacGregor 26. Now, Peter sails on the great lakes but has retained his FYC membership and always shows up at work parties. Peter, we are always happy to see you as your contribution is welcome and really appreciated. As the water level in the Great Lakes slowly recedes, maybe we will see your boat back in Fanshawe one day!

Also, it is heart warming to see those who participate in our leasing program, such as Gabriella Ip, Patricia Cullimore and Robert Aggerholm pitching in to help. We hope to see you as full members soon. In addition, several teenagers took advantage of the opportunity to accumulate some volunteer hours and helped as well. We needed those young and able bodies to help stow the remains of the Sailing School in the dumpster as I surely wouldn't be climbing up there!!

With the Club looking better already, we expect to be able to present a much neater appearance for the Open House next May. Maybe we can even get the small chalet painted for the occasion.

Finally, Otto, inspecting the site of the demolition, found a pry bar left behind by a departing worker. The owner can claim the bar by calling Otto at 451-5573 and identifying the object.

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"Things turn out best for the people who make the best out of the way things turn out." --Art Linkletter

## **ONTARIO SUMMER GAMES – OSA REPORT**

The 2004 Ontario Summer Games sailing event was a huge success. The games hosted by the city of London were a great experience for the 60 sailors who participated in the event. The sailing venue for the 2004 Ontario Summer Games was Fanshawe Yacht Club on Fanshawe Lake.

The event was the first major interclub regatta for a large number of the sailors participating in the event and a great introduction to the world of competitive sailing and the experiences that accompany it.

Fifteen co-ed teams of four athletes ranging in age from 12 to 18, from ten different sailing schools around the province traveled to London for this event.

The regatta was set up in a collegiate style, to ensure fairness and promote a social dimension of the regatta amongst all the teams. Generally collegiate regattas have two divisions, division A and division B, with each team having an A and B partner. The two divisions take turns sailing: First A sails two races then B sails two races. The divisions keep switching back and forth until each team has sailed in every boat, thereby eliminating any chance that the boat and not the talent of the team will determine the outcome. Finally the scores from each division are added together and the team with the lowest combined score wins. This format worked very well at the games, and will definitely be used in the future.

This was the first year that the Sea Cadets offered to supply all thirteen boats for the event which made it possible for any club around the province of Ontario to participate in the event regardless of what type of boats they use at their home club. This was a huge part of making the event possible and was greatly appreciated by everyone involved. The event was won by the team of Matt Schooley, Denis Mason, Oliver Mendonca and Colin Bowins from the Sea Cadet training school in Kingston.

Thanks to the hard work of the on site volunteers from Fanshawe Yacht Club the event ran extremely smoothly. An extra special thanks is due to Peter Wilkins for all his hard work and leadership in organizing the on site volunteers for this event who took care of everything from launching the boats to making sure all the athletes were well fed.

The event opened with a talk on small boat tactics and strategies from experienced wayfarer sailor Al Schonborn.

The regatta had three days of great wind, the average strength around 7 kts most of the regatta. After three days the two divisions had raced over 20 races combined which is one of the busiest racing schedules at an Ontario Sailing Association event this summer.

The Regatta PRO, hard working volunteer, and local wind guru Rick Goldt kept the sailors on their toes by consistently setting sharp, square windward leeward courses that made for extremely competitive racing. For all three days of the regatta the wind was better than anyone had hoped for and blew an average of 6 knots, sometimes gusting to 15 knots. All the athletes came to recognize Rick by Spotting him diligently standing on the bow of the committee boat with his wind indicator before every race to check the setting of the start line and the trueness on the course marks.

Another surprising highlight of the event were the excellent accommodations provided by the games organizing committee. The athletes stayed in Fanshawe college residence while competing and many sailors were heard to comment, "this is way better than camping!"

Congratulations are due to everyone who participated in the event and we hope that the 2006 event will be as great as this year's! For full regatta results please visit the OSA website at [www.sailon.org](http://www.sailon.org).

## **WHAT IS "RED TIDE"?**

A "red tide" occurs when either natural or human factors cause a rapid increase in the production of one-celled organisms (dinoflagellates), which ordinarily grow in water rich in nitrogen and phosphorus. These destructive red tides, often resulting in what is known as paralytic shellfish poisoning, have occurred since biblical times but are becoming much more prevalent today.

Sewage effluent and runoff from farms and lawns contain nitrogen and phosphorus. The dinoflagellates consume the nitrogen and phosphorus, when added to the oceans, and then reproduce or "bloom" profusely. They spread across the water like a carpet, absorbing oxygen and shutting off sunlight from plants. When these organisms die and decay, they absorb more oxygen, literally suffocating marine life.

Editor: From the Wood's Hole internet site – an interesting place to explore

# LETTERS

Steve: ( addressed to Commodore Currie)

A couple of weeks ago, I received a thank you card from the Games Committee. I thought it would be appropriate to share it with the Club members.

"As Co-Chairs, we would like to thank Fanshawe Yacht Club, on behalf of the London 2004 Ontario Summer Games Organizing Committee for the support of these Games. The use of your boats for the rowing event was invaluable."

"We were thrilled with the enthusiasm of the athletes, coaches, managers, officials, spectators and volunteers. Many of these people have passed along the comment that these have been the "BEST GAMES EVER" and the opportunity to host them was truly satisfying. We are most grateful for your contribution towards making these Games such a huge success."

signed by Dr. Michael Murphy and Jane Peckham,  
Co-Chairs - London 2004 Ontario Games

I would add to the note by saying that Mike and Jane visited FYC while the regatta was on. They were walking along the dock when Jim MacKenzie and Carlene Hone offered them a ride on Tri-oomph for a closer look at the action. Mike and Jane took up the offer and were most pleased for the opportunity. Thanks to Jim and Carlene!

Peter Wilkins  
London, Ontario,

## ARCHIES 2005???

Please remember to mark your calendars for the third Wednesday in January, February and March, 2005 for good food and the chance to see some friends that we have missed since the Club closed. We were surprised to learn that Archies on Commissioners has discontinued their buffet so we are searching for another place for our winter rendezvous. However, the November dinner at Archies was just fine so we may stay there. Those who wish to be advised of the location for the January dinner should call Sailor Mike at 451-7309. See Page 19 for new info about Archies

# The PUMPKIN – 2004

Patently waiting for the high winds to subside, the start of the Pumpkin was delayed. Once the skies started to clear, the rain stopping, sun shining, away went the boats on rather quick sprints around the course! The three safety boats were kept busy with several towing jobs needed, especially when a mast got buried in the bottom. An event I had never seen before was the mast of a Laser breaking about 5 feet above the hull. However, with the wind howling, that entrant made good time with what sail he had left, heading for the dock unescorted. From the perspective of a safety boat operator, this was our kind of day as one didn't get bored at all. Good news? All sailors survived and all boats are repairable!

## The Results?

It is our understanding that the Committee Boat records were kept by some helpful out-of-towners and they took the data home! Consequently, we don't have the names of all the winners. Sail numbers are substituted for names in that case. Also, the number of entrants in a fleet determines the numbers of winners that are shown.

### Lasers – 9 Boats

- 1 Steve Carrol
- 2 Brad Biskaborn
- 3 Jens Biskaborn
- 4 Grant Town

### Darts - 7 Boats

- 1 Craig Napier & Ed
- 2 Carl Holland
- 3 Sail no. 2957
- 4 Sail no. 5000

### Open "A" – 3 Boats

- 1 "Evan" ??

### Wayfarer – 10 Boats

- 1 Brian Jeffs & Scott Bamford
- 2 Roger Sheppard & Joanne ?–
- 3 Sail no. 864
- 4 Rick & Aaron Goldt

### Open "B" – 3 Boats

- 1 Hans Schaffner

### Y – Flyer – 5 Boats

- 1 Jim MacKenzie & Carleen Hone
- 2 Sail no. 2546
- 3 Sail no. 2698

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Quote - A boat's position at the start is the single greatest determining factor in the average yacht race. - Bob Bavier

Minutes of - -  
**Fanshawe Yacht Club**  
**Executive Meeting**  
At 26 Village Gate Drive, Dorchester

Tuesday November 2, 2004

<b>Present</b>	<b>Commodore</b>	<b>Steve Currie</b>
	<b>Vice Commodore</b>	<b>Rose Eidt</b>
	<b>Rear Commodore</b>	<b>Jeff Eames</b>
	<b>Treasurer</b>	<b>Michelle Patten</b>
	<b>Secretary</b>	<b>John Bryant</b>
	<b>Director, Sailing School</b>	<b>Josie Scarlett</b>
	<b>Past Commodore</b>	<b>Carl Holland</b>

Meeting open at 7:05 pm.

Minutes of previous meeting, October 12, 2004

Motion to accept, John Bryant, Jeff Eames.  
Corrections: Treasurer's Report, payment from the London  
"Y" will be about \$5500 net. Minutes approved with this  
correction.

There were no Matters Arising from the previous meeting.  
Major Projects and Trillium Project updates

Boat House: Rose Eidt

The drainage beds around the East and West sides of the Boathouse are now complete and interlocking brick laid at the doorways and other drip areas.

Most levelling around the building is complete and sod will be laid in levelled areas this week. Any areas not covered by sod will be seeded. Hans Schaffner will contact the Building Inspector to obtain final inspection and signoff as "project complete".

The old Sailing School trailers have now been completely removed and their site has been cleaned up; the small trailer has been kept as storage lockers for members' sails and will later be located at the south end near the Laser racks. Carl Holland has brought additional lockers built for the Boathouse to be stored there over the winter.

**Renew School walkway: Carl Holland**

With Abbott Concrete committed to a firm date for construction on the School walkway to begin, UTRCA have agreed to begin lowering the water level in the lake. It will take about a week to lower the level the six feet needed to give good access to the walkway and also to inspect the broken concrete at the South ramp. Carl will work with Abbott to decide on the best course of action to restore the ramp.

**Motion: "That the Executive approve expenditure up to \$2000.00 to restore the ramp provided that the work is guaranteed for a ten year period"**  
**Moved, Jeff Eames, seconded Carl Holland. Approved.**

Alternative ideas proposed to restore the ramp include covering the damaged area with coarse crushed stone, or covering the damaged area with steel plate bolted to the remaining secure concrete ramp.

**Personal Lift: Carl Holland**

FYC is obliged to report to the Trillium authority during November on the status of the projects funded by the recent Trillium grant. Carl feels that the committee of Steve Dietrich, Ross Green and himself should meet with Community Living London to clarify what CLL's requirements really are before any dollar commitments are made to this project. If CLL really need a dock for their boat rather than a lift, this could be provided and any surplus funds returned to the Trillium foundation.

**Treasurers Report: Michelle Patten – Budget for 2005**

Michelle presented the first draft of her budgets for the Club and the Sailing School, retained with these minutes.

**FYC**

The Executive agreed that the Budget for 2005 would be based on 125 members.

Registration fees remain unchanged, providing budget revenue of \$25,400. In the Expense column, although actual expenses in 2004 were lower than in 2004 budget, the proposed budget for 2005 calls for little change from the 2004 amounts so as to provide for unforeseen conditions. The budget total expense balances income at \$25,400.

From registration fees there will be a budget of \$12,364.00 available for allocation to capital projects. The principal projects on the capital list are



completion of the planned upgrade to the hydro supply at the Boathouse (\$6,000), and repair of the south ramp (\$10,000). The list of minor projects is still being compiled.

### **Sailing School**

The full budget for 2005 developed by School manager Fred Eidt and endorsed by the Sailing School committee is retained with these minutes. Building on the success of the School last year the committee intend to establish the School as a sustainable business, and to that end propose

- 1) To increase community awareness by introducing FYC Sailing School t-shirts for all instructors and students.
- 2) To raise wages for instructors and staff to the middle of the OSA recommended ranges.
- 3) To employ a Manager and also an assistant who would clean and repair the boats properly.
- 4) To establish a properly funded capital replacement program that will enable replacement of an average of two boats a year.

These objectives require an increase in expenditure of about 23% over that of year 2004. The increased cash flow will be obtained by increasing the school fees in graduated steps. Proposed fees per week are:

YMCA Day Camp	\$111.36 (11%)
White Sail 1	\$175 (4%)
White Sails 2 and 3	\$192.50 (15%),
Bronze 4 and 5,	\$217.50 (18%),
Adult White Sail	\$283.33 (27%)

These fee levels combined with the numbers of students attending last year would yield revenue of \$66,339 versus \$59,789 for 2004. The members of the Sailing School Committee feel that this budget income is attainable and have endorsed the proposed budget to the executive.

In discussion two main points were raised.

- 1) What is the confidence level that the higher fee levels will not cause a dramatic drop in the number of students?
- 2) If revenue does not come up to plan, can we lay off staff or cut hours to control expenses? (Short answer – yes. It's in their contracts)

Carl pointed out the need to increase FYC membership by all means possible. He suggested we make all adult students members of FYC during their training, in the hope that some will remain as members for the next

season; some other successful Clubs already operate their Schools this way.

**Additional proposals:**

At least six students that are finishing their Bronze level training have indicated they would be interested in continuing to the Silver level. Fred Eidt has developed a proposal for this course, using the four Laser Two boats the school already owns. The students would pay approximately \$1800 each to participate in this minimum eight-week, full-time training course that would include participation in three or four regattas at the appropriate level. With a minimum of six students, the fees would cover the cost of an instructor, use of a coach boat, travel, etc. To get this course going for the first year as a pilot project, the School's minimum outlay would be about \$2500 for parts to bring the four Laser Two's up to racing standard.

Other suggestions in Fred's proposal are for a course on cruising and seminars on fibreglass repair.

After some discussion all agreed

- 1) To accept the Sailing School budget as proposed and to support it at the Budget meeting on November 22.
- 2) To continue discussions with Fred Eidt and the Committee about integrating the adult School more fully into the Club.
- 3) To continue discussion of the Silver level proposal at the Budget General Meeting before making a commitment to go forward with it.

Reports from Officers:

**Fleet Captain: Brian Perry**

We will need ten new floats for the moorings next year. All agreed to order immediately to hold the price of \$75 each, pickup in Toronto.

**Rear Commodore Jeff Eames:**

See Jeff's full report from the Race Committee retained with these minutes. The Race committee now recommends that FYC only hold one Open regatta, the Pumpkin, each year. The Commodore's Cup and the June Bug regattas should be consolidated and held as a two-day club regatta in early summer.

The club should encourage and support interaction with the adult and bronze level students in the sailing school through participation in Club

aces, possibly through joint Club/School collegiate style events using the School boats at the end of each training course.

The race committee wants to find ways to deal with non-club or former club members who wish to enter club regattas.

The race committee has offered to host the Wayfarer Canadian Championships at FYC next in June year at a weekend agreeable to the Class Association.

### **Vice Commodore: Rose Eidt**

The Work Parties were a great success this year and all the tasks scheduled, including the landscaping of the Boat House, have been completed. The Club is now closed down for the winter. Thanks to everyone who took part!

### **Past Commodore: Carl Holland**

Carl has received some nominations for various posts through his e-mail appeal.

Motion to Adjourn, at 10:15 pm: Josie Scarlett  
Next Executive Meeting: Monday December 6, 7:00 pm at  
John Bryant's, 45 McTaggart Crescent, London.

John Bryant, Secretary, FYC.

## **CLUBWARE**

Lori Chesman continues with the Clubware program, charging only enough to cover the costs of the items. The intent is to provide the members with sporty ware that helps to publicize the existence of our Club and as you will note from our budget, there is no income or expense shown. This is a novel way of advertising at no charge. Thank you Lori!!

At the November dinner at Archies on Commissioners, the draw was made for the attractive tote bag emblazoned with the FYC logo. The winner was Nina Myers. Congratulations Nina and a big thanks to Lori for the hours she spends arranging for the items to sell and the appearances she makes at our Club events to sell them. She truly makes a difference!!  
Please call Lori at 659-4633 to get outfitted for Spring and the Commodore's Reception.

# TORONTO BOAT SHOW

Location National Trade Centre, Exhibition Place, Toronto

Dates January 15 to 23<sup>rd</sup>, 2005

For show information and advance tickets visit [torontoboatshow.com](http://torontoboatshow.com) or call NMMA Canada at 905-951-0009

## Boat Show Hours

Saturdays & Sundays 10:00 a.m. to 6:00 p.m.  
Weekdays Noon to 9:00 p.m.

## Admission

Adults	\$15	Youth (ages 13 – 17)	\$7
Seniors (65+)	\$12	Children 12 & under	FREE
Two Day Adult Pass:	\$25		
Discount tickets:	\$3.00 OFF (order by phone by Jan. 4th)		

Special Hotel Rates (\$69/night): Sheraton Centre Hotel 416-361-1000  
or Westin Harbour Castle Hotel 416-869-1600

or Join

## THE CANADIAN POWER & SAIL SQUADRON January 22, 2005

As they make their annual trip to the Boat Show on their two chartered busses. Be delivered directly to the door of the Exhibition Centre, enjoy the show leaving your coats on the locked bus and later, enjoy dinner at

### THE MANDARIN IN MISSISSAUGA,

Meet at 8:00 AM January 22 at HMCS Prevost, 19 Becher Street at 0800 to enjoy coffee and donuts (included) before boarding the busses at 0830.

Price for the Boat Show, bus and dinner at the Mandarin is \$49.50 per person. Cheques should be made payable to Sandy McCaw and you can call Sandy at 471-6414 or Al Sargant at 433-2736 to reserve your seats. Get some friends together and enjoy a Saturday in January.

# LETTERS

It is with some trepidation I feel compelled to rebut the last two statements I read in the October Scuttlebutt under the heading " Ontario Summer Games " submitted by the Director, FYC Sailing School 2004.

Permit me to state I was delighted the Summer Games Committee chose Fanshawe Yacht Club as the venue for the young sailors to test their skills against fellow sailors from other Ontario sailing clubs. The organizational skills supplied by volunteer FYC members was superb. Congratulations and sincere thanks.

I cannot leave FYC members with an inaccurate impression as stated " 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."

Are we to interpret this as an excuse the two Bronze Sailing School students were not successful because of inferior equipment ?

Please permit me to report my assessment from being on site for the entire set up and regatta, viewing all starts and races from the water, as well as having participated in numerous regattas and having done assessments and repairs on more boats than I care to remember.

1. The thirteen Voyager class boats were definitely not in perfect condition. They were also not new. Remember, they are in constant use by students and I was told they are maintained by volunteers. After they were assembled by some of the Kingston Sea Cadets, their leaders and knowledgeable FYC volunteers, I considered them most acceptable and equal for a junior regatta. A few missing adjusters and pins were replaced from their ample supply of spare parts.
- 2 The " boat ( singular ) that -----was awash most of the time " is most misleading !! The regatta was set up to rotate the boats after two races, therefore the London sailors, or any other sailors, certainly did not sail the same boat for more than the two races. The winners and all other sailors also had a rotation in the so called "awash boat ". Could the London crew have dumped this boat ?
3. Now I am compelled to present some questions and/or make a few factual statements - -

**A - Could the FYC Sailing School, with six paid instructors, supply fourteen boats in better condition ? Definitely NO as the old fleet of CL14's were and are in total disrepair from constant abuse inadequate and unqualified maintenance.**

**B: The 420 and Laser II fleet is not much better than the Cadet boats.**

**C: The new CL14 eight boat fleet was a disgrace after the first three weeks as most of the forestay turnbuckles are presumably in the lake, the tiller extensions are broken and through " lack of ownership " and inexpensive proper protection on the school docks, the stems (bows) of the entire new fleet are damaged through the gel coat.**

**D: From the above, do we have any right to condemn the condition of the Kingston fleet ? I sincerely hope they do not read our Scuttlebutt condemnation of their fleet or examine our Sailing School Fleet.**

**E: Were some of the FYC Bronze level competitors adequately trained or qualified to participate ? The final results indicate they finished fifteenth out of fifteen competitors in their division.)**

**The first reaction from many members will be "here he goes again against the Sailing School!" I again emphasize I originally was and am still supportive of the school if constructive changes are made and "ownership" of the equipment and facilities improve.**

**For your information, an excellent and accurate report of the regatta appears in the latest issue of Canadian Yachting.**

**Respectfully submitted, J. D. ( DOUG ) MACKENZIE**

**Captain Smith:**

**For those FYC members who now or would like to own a cruising boat, there are a bunch of photos of some of the areas the FYC cruisers have visited. Take a look at [www.trailersailers.org](http://www.trailersailers.org). The 2004 cruise photos are posted there. The Trailer-Sailor group consisted of more than 30 boats! .**

**If this is something you would like to be part of make plans to join the FYC cruisers next July. I'll be there**

**Sailor Mike – organizer – 451-7309**

# THE BANQUET

What a great end to the sailing season. This was one of the most memorable banquets we have had in recent years. Speeches were kept to a minimum, the food was great and the interaction among members was something of which we don't have often enough. Of course, what was illustrated is that perhaps the ladies, Suzanne Goldt, Betty Dietrich and Vice Commodore Rose Eidt run a better ship than do we men. Perhaps they have secured this job for some time to come!

Being entertained by performing FYC members is really unusual and it was especially gratifying to be reminded of how some of our most active members of the Club have been with us since being exposed to sailing by their parents. When I joined 30 years ago, every Sunday was race day and there were many Lasers on the water (as well as large racing fleets in the Y-Flyer, Wayfarer and Lightning classes) sometimes making processions and routines akin to the Musical Ride of the Horse Soldiers. Steve Carroll still comes back from Toronto to our regattas with his Laser lashed to his little red car. Of course Anne McEwen was always very active until she was drafted by her employer for duties abroad, Bob Kennedy is an alumnus and there are likely many from that era that I don't know. However, on this occasion, we were serenaded by the "Laser Boys" of the past! Rick Goldt, Jens Biskaborn, Jim MacKenzie and Steve Dietrich gave a rendition of the "Laser Song" which, when one closely studies the lyrics can only suspect that they were composed around a campfire with some stimulants to help with the creativity.

Remember the two Opti's of Rick Goldt? In their own words, we provide the explanation of the origin of the names of the two boats, "Peanut Butter" and "Jam". "The last couple of years has seen the resurrection of the Laser fleet, a new generation has begun to take hold and we felt that it was time to look back to the past to the glory days of the Laser Fleet in the hopes of instilling a new spirit to reach those great heights once again.

Look back 30 years to the formation of a splinter group of youth within the structure of the Fanshawe Yacht Club - a young group that lived to race. A group that went to many out of town regattas with just enough money to fill the gas tank but very little for food so the main staples on these out of town regattas were a few loaves of bread spread with peanut butter and jam. Thus spawned the name of this splinter group, the PB&JYC –

**THE PEANUT BUTTER AND JAM YACHT CLUB!!"**

**This evening was fun!! Better plan to be there next year!!**

## Farewell, Commander Steve

We members of the Club have been fortunate to have Commodore Steve in office during this year of dispersing the monies received from the Trillium Foundation as dispensed, in accordance with our agreement with that august organization. Though most of us find it easy to spend money, the funds were given for specific uses and problems have arisen that must be dealt with. For instance, the access hoists for physically challenged people that have been viewed in other clubs are not suitable for sites like ours with fluctuating water levels. They are still working on this one.

Then, our ramps gave way for some reason and this unexpected but absolutely necessary expense had to be arranged for and the work completed when the water level was lowered for the winter. But through all this and other problems, Steve has persevered, with the help of others and we should be in fine shape come Spring.

At the Banquet, as is our tradition, Commodore Steve was presented with the picture shown below. A nautical setting of a Committee Boat that must be from the RCYC as I've never seen white pants and ties on anyone on our Committee Barge! Steve wishes to express his gratitude for this trophy with the affixed name - plate engraved as shown. Also, Steve wishes to thank the Club for the lovely roses presented to Mrs. Commodore, Regina. Actually, I'm sure the wives of Commodores could produce some fine recollections of outpourings of frustration that surely have been heard in their households. Regina likely deserves more than roses for her patience when Steve was so consumed with the Club. We thank her too!



**“Steve Currie, Commodore for 2004 - a year to remember”**



## **NOVEMBER GENERAL MEETING**

In earlier years, the incoming Executive was saddled with a budget that had been prepared and approved by others prior to them assuming office. This was deemed to be unfair to the newcomers. Therefore, it was moved and adopted that the November General Meeting would deal with and approve the budget items for the new year so the new Executive would know just what they would be expected to do and what funds would be available to accomplish the tasks. This was the intent and agenda for this November meeting. With the meeting called to order by Vice Commodore Rose Eidt, our Treasurer, Michelle Patten presented the budget she had compiled with input from those who have knowledge of what we will need for next year.

When one views the budget, it is easy to appreciate how much work goes into administering our Club finances and how difficult it must be to plan for our "normal" expenses plus any unexpected contingencies. This last year has been particularly stressful for the treasurer with the construction of the "Boat House". However, we were pleased to hear that the building came in under budget and we must thank Leonard Macdougall, Hans Shaffner, Brian Perry and others for their great planning and many personal hours spent with "hammer in hand".

With the water levels lowered, Leonard Macdougall inspected the North dock from the "water side" and found its condition to be unchanged from last year. This is really good news. In addition, our South ramp, which had suffered a major injury, was repaired for \$5,500.00, which was less than what we had feared. Therefore, we were able to make repairs to the North ramp for \$2,200.00. Apparently, seepage from underground springs undermines the concrete which caused the damage.

Several items in the proposed budget were questioned which is why we have such a meeting. For instance, we keep hoping for more new members than we have been attracting lately. This causes our proposed revenues to always be over estimated. However, we seem to be used to this and cope well.

Similarly, a peeve of mine is that our mooring fees are never shown in a "mooring" account. Therefore, we have no way of knowing if the \$60.00 fee we on a mooring pay annually actually is spent on mooring maintenance or goes into our "general revenues" something like the taxes we pay with our gas tax, tire tax, A-C tax etc. If these fees are being spent on items that benefit the membership as a whole, then those costs should be spread over the entire membership. However, my argument seemed to create little interest with those present - not unusual!!

The Sailing School Budget is a different matter. While most of us have a general idea of the happenings around the Club, few of us have any direct knowledge of the School activities and therefore can contribute little. As manager, Fred Eidt has proved to be a very quick study and has obviously spent a lot of time compiling his budget. Money from the Trillium fund has been accounted for though we still have not come up with a suitable "person lift" for the Access Dinghy. In addition, a permanent electrical service should be installed in the Boat House in 2005 though what Brian Perry installed by the electrical pole at the top of the North ramp is a big improvement over what we had. Again, there was a general discussion among those present regarding the Sailing School. Often heard around the Club is the question – "Do we ever bring in instructors from the OSA or other clubs or do we just promote from within our own ranks? How else can we measure competence?" I'm sure I don't know. Perhaps we could entice someone with the information to write us a brief article on just how the system operates. What this does illustrate is the fact that few of us can add much of anything to discussions regarding the School in general and to the budget specifically. We suspect that perhaps the School management should compile their budget and deal directly with the executive.

Finally, with some changes, the budget was approved. We owe a big vote of thanks to both Fred Eidt and especially to Michelle Patten. Being the Treasurer does attract some criticism from time to time. This is not in the form of personal attacks, it is the questioning of some of the arbitrary decisions one has to make to the best of one's ability, often with little help from those who may not be available when the decision must be made. In short, don't beat up Michelle – we surely need her!

## **MORE ARCHIE'S**

(continued from page 6)

The Archie's experience will resume in January. Even tho the Buffet has been dropped by Archie's on Wednesday, the folks attending in November seemed to find enough to eat and enjoyed the company of other FYC members.

The January date will be the 3rd Wednesday of the month or the 19th. February will be the 16th, March will also be the 16th and in April we will gather for the final time this spring on the 20th.

There is a deal made with the Archie Group that if at least 20 persons attend there will be a draw for a FREE meal. Last month we missed by 1 person (19 attended)! Last year we had as many as 38 folks show up! Can we get 40? Come on out enjoy the good food and fellowship.

- - - so says Sailor Mike!

## **TIME TO MOVE ON**

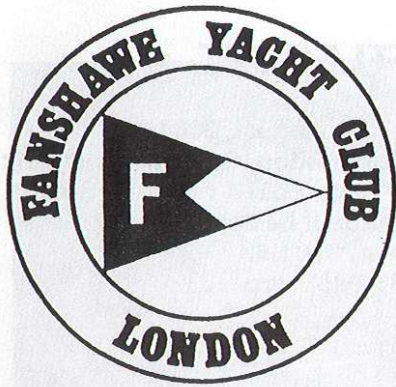
In 1995, I volunteered to take over editing the Scuttlebutt to relieve the pressure the then incumbent was feeling with all the other Club duties he was conducting – a truly knee-buckling work load! My first effort was a paltry 7 pages. Though full of Club news, it was prepared on a barely adequate computer and printed by a firm that produced a barely readable copy. We were not particularly proud of the finished product of that era.

Since then, we have upgraded our computer twice and found a first rate printer in Bev Woode with her Thornewood Printing and think the results are much better today. A lot of the success enjoyed by the Scuttlebutt in recent years is due to the contributions by Club members who have interesting stories to tell and often, helpful hints. Sometimes we reprint articles from other papers, some with permission and some with permission “still pending”. Race results, Club news and notices are offered in a timely manner and we think the newsletter performs the purpose for which it was intended – at least we hope so.

Longevity in this job creates it's own problems. If you are a “Bridge Officer”, you can perform your duties for a season and move on to another post or drop off the management roll completely and I haven't done that. About to start my 11<sup>th</sup> year as Editor, the biggest problem is to keep producing a letter that is as good or better than the last one. We fear that we have developed a style that varies little and really were it not for the contributions of members, have fallen into a monotonous rut! We need new ideas, maybe a new set up and in particular, a new person that could transform those attributes into print.

How much time is involved? That depends. We haven't really kept track. The stuffing and sealing takes a couple of hours for each issue and the rest, being done on an ad hoc basis has never been tallied. If editing is something you have wanted to pursue, then here is your chance. The workload will not be that onerous and there is no heavy lifting or working in the rain. In addition, “they” seldom try to control your editorial content.

So – here is an opportunity for someone new to get involved. I will continue until a replacement is found, within reason. In addition, I will help but as stated, the intent is to produce new ideas, not just rework the old. Please let any member of the Executive know if you are willing to take on this position. I've enjoyed the challenge and have been pleased that I could contribute in this way as physical proficiency has never been my forte! Let's hear from someone who would welcome this opportunity to express oneself! - - - RLS



# DOCKSIDE SCUTTLEBUTT

