

DOCKSIDE SCUTTLEBUTT

Issue 05-05

October, 2005

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

On the page opposite, you will see the "Thank You" note from the people from Woodeden camp. No thanks is necessary as they joined the Club as members and were entitled to use the premises like any other. What was gratifying to me was to see the fun the kids were having and the professional way the supervisors attended to them – lots of laughter and enjoyment.

They came with their "Access Dinghies" and from what we witnessed, brought a great deal of joy to the children involved. In fact, we are fortunate to have been able to witness what these care givers provide to those faced with some challenges. Let's hope to see them back next year so we can be reminded that our perceived troubles are indeed small!

Just back from a great trip to France where it was interesting to see the Sailing School of St. Maxime heading out into the Mediterranean in their Opti's – must have been a dozen of them! How nice it would be if our school could afford to buy a few to get the really young prospective sailors initiated into our sport.

Once again, we are appealing for volunteers to stand up to answer the call when the Nominating Committee looks to fill the vacancies on our Executive. If the work load gets too onerous then people are reluctant to serve but if all pitch in, it can be fun. I have often maintained that our Officers should have a designated assistant to make the work load manageable but we seem to be lucky to get only one per position. Please help.

For some unknown reason, at least to me, I can't send the Butt with pictures this time. It takes a long time and twice, my connection to AOL has been lost. So, we will describe the note from the Woodeden camp kids. Sorry you can't see the original!

With a yellow background, and with a couple of hand drawn pictures of kids, they wrote the following –

“To the members of the Fanshawe Yacht Club

On behalf of the staff and campers of Woodeden Easter Seal Camp, we would like to extend our warmest thank-you for making this summer so enjoyable.

We really appreciated the effort you made to make sure we always felt welcome. Your helpful and kind attitude added to the already amazing atmosphere of the club. Every camper that came out sailing truly enjoyed it.

Thank you for making this all possible and for helping us create such a memorable cam experience.

Your friends from Woodeden Camp

-signed by

Danielle and Jessica

Editor

To see and hear their happiness was truly rewarding to me!

WORK PARTIES

Hard to believe it's that time of year again, so soon!! Referring to your activity calendar, you will note that the first work party is scheduled for

October 15, starting at 0800 until 1600

or until old bodies refuse to perform! Boats must be off the moorings by the 14th or you will find yours tied to the metal dock and as the tires will have been removed, there could be some hull damage. As the park does not close until October 16 at 1400h, we can use the main gate. However, the gate at the dam will be closed for the work party on

October 22, times as above

so we will enter and leave the park by way of the gate on Fanshawe Park Road. We will have a club lock in place and it is hoped that we will have a club member there to maintain the gate opening in the morning so each entrant does not have to get out of his/her vehicle to open the gate.

HOPE TO SEE YOU THERE!!

A DEDICATED VOLUNTEER

One FYC member that has gotten little publicity, mostly my fault for taking him for granted, is Mike Wareing. We all have to put in our time to help make the club run but Mike must really exceeds the hours we would normally put in at work parties and such. You see, for years, Mike is at the work parties, at the Corn Roast, at the regattas producing his famous chile and vegetarian curry and of course, hot dogs. This is after he has done the shopping and includes the clean up time. Of course, he has his faithful helper, his daughter Brook to work the counter, dealing with the members, serving up the lunches.

Thanks Mike and Brook, from all of us!!

FYC NORTHLAND CRUISE 2005

By Sailor Mike

Here's a recap of the 2005 FYC Cruisers 10 days in the wilderness of Georgian Bay ---as I recall it. The time flew by with each day having its own subtitle. There were 6 wee ships from FYC that made their way to the north. "Open Air" (the Burgess' and cat "Kitty") "Fearless" (the Pomeroy's and dog "Crew") and "Elsie 11" (Bob Hendry) headed for the ferry in Tobermory while Tri-oomph (the Mackenzie group) "Less Stress II" (the Jukemas), and "About Time" (me) drove to Killarney.

The party was almost over in Listowel for "Tri-oomph" as the Mackenzie tow vehicle decided to leak transmission fluid at a fast rate. They headed back home to rent a truck and start all over again. "Less Stress 11" and I continued north at a leisurely pace stopping for lunch in Parry Sound before carrying on to Killarney. With the dinghy tied across the cockpit and full fuel tanks in the rear, "About Time" was just a bit twitchy as we motored along. I guess a "bit twitchy" is an understatement as on 2 instances the tail (boat) began wagging the dog (truck). The first time it was major and I needed both lanes of 400 highway to wrestle the monster back under control. At one point I thought the whole rig was lost as tires squealed and hub caps flew off .. a more sedate speed kept things under control for the rest of the trip.

With "Less Stress 11" and "About Time" in the water, we motored over to Covered Portage for a restful night. At this point we weren't sure what was going on with Tri-oomph. Come morning-we returned to Killarney and tried to call Mackenzies but no answer. Nico walked up to the trailer storage area and saw their trailer so we now knew they had arrived and were somewhere in the area.

The 3 ferry riders had arrived in Little Current, launched and made their way to Heywood Island and awaited our arrival. With all 6 boats safely put on anchor we settled in for the night. Due to the high temperatures and lack of rain there was a fire ban so no beach parties were to be had this year. The heat had warmed the waters so that swimming was quite comfortable every day.

Next day the group headed over to Little Current for lunch and ice cream. A bad weather forecast kept us tied to the town dock that night. Deck chairs were set up in the shade and we watched the ever changing parade of boats pass by. Some folks had a second ice cream cone. A decision was made that next day we would head for Sturgeon Cove, a pretty little bay less than 15 miles to the north and east.

Come morning it was off to Sturgeon for the entire fleet. A pleasant trip for all . On his approach Captain Bob tried unsuccessfully to rearrange the rocks outside the cove entrance. With "Elsie 11" coming to an abrupt stop the Captain was thrown forward striking his head and face on the companionway hatch. A nasty blow for sure and the olde captain was looking like he lost a fight with blood running and all. A few hours later swelling had set in but the skipper said he was going to survive OK..

What a wonderful sunset that night. Never have I seen such colour. It was truly a sight to behold! The scarred up Captain and I shared some popcorn as the sun went down. For most, a wonderful day.

Next on the itinerary was a visit to Fort La Cloche. There is no fort but a nice sandy beach and again warm water for a swim after lunch. Then it was down to Logan Bay on the east side of Clapperton Island. Again we had a beach and warm water for swimming. A pleasant day on the water.

We had been told a must see was Kagawan and the nearby Bridal Falls. This was our next destination. Come morning off we went. The day before had seen some strong wind and I had a feeling today was going to be worse so I never took the jib cover off and decided I would motor-sail with engine and full mainsail. For me it was a good idea as once out in the main stream the wind was howling and seas built to 3+ feet! John and Hillary with kitty, soon had enough and turned back for Logan Bay as the rest of us crashed along. "About Time" has lots of freeboard but many times spray flew over the cabin top as I plodded long at 5 knots. The Pomeroy's aboard "Fearless" with much less freeboard, took one wave over the top and down the hatch soaking their clothing.

Mean while, back in Logan Bay, the Burgess' couldn't locate Kitty aboard ship. Upon looking toward shore there she was looking very soggy after her quick swim ashore. John was able to retrieve her, get her dried off and settled back in. It seems the poor cat had had enough lumping around in the boat and wanted off as soon a shore was close at hand. Later in the evening John took her ashore for a stroll down the beach and she darted off into the dense forest. Try as they might Kitty was not coming out in answer to their calls. John was sure she had deserted ship and was not coming back. Just as things were looking blackest out of the brush she came and John scooped her up. All was well with the world again.

As I took the shortest route to Kagawan I arrived first and was greeted by a pleasant young man who directed me to a spot on the town dock. These docks were built for BIG ships and are very high out of the water. I got to tie up next to a set of stairs. One by one the others arrived, some wetter than others, all tired from the hard crossing. After a walk to the Falls, we were assigned overnight dockage and some folks had dinner(?) ashore. This was Thursday night and we were a good 2 days from our trucks and trailers in Killarney but only one day for the 3 boats who had crossed in the ferry. "Fearless" and "Elsie II" decided they would head into Little Current, pull the boats and head home a day early. "Open Air" would continue on with the other 3 boats back to Heywood Island. The Burgess' had decided to stay until Tuesday morning hoping for an easy entry on the ferry after the holiday Monday.

The sail from Kagawan to Heywood was uneventful and 4 of us had a very nice dinner prepared by Chef James and and the ladies ,served in the main dinning lounge(cockpit) aboard "Less Stress II". Burgess's had eaten in Little Current but joined us for drinks later on. A wonderful end to the day.

Our final day of cruising took us back to Covered Portage with a stop by some in Snug Harbour for lunch. Burgess left the group in Heywood heading up to Macgregor Bay to do some exploring and finally on to Horseshoe Bay for the night. Back at anchor in Covered Portage it was decided some of us would climb the steep rock cliff that surrounds the water on 2 sides. This I would guess to be 80-90 feet above the water surface.

Nico, Jim, Carleen, Doug and I made the climb to get a spectacular view of the bay below dotted with boats and far off places. Having taken in enough of the view we descended the cliff, but wait! Where is Nico??

It was about an hour before dark and holler as loud as we could we could not locate our lost sailor. Things were quite desperate! Doug put in a call to the OPP thru the Coast guard and tried to gather a search party from the other boats. A gentleman close by said he would walk in another trail, while Carleen and I returned to the top of the cliff searching and hollering more. Jim went back to Tri-oomph , got a GPS and flashlight and rejoined Carleen and I. It was getting darker and still no sign of Captain Nico. Going the opposite direction we continued to holler and finally made contact with our wayward sailor. In the meantime, the other boater was approaching the lost soul on the ground. I could hear talking but thought it was Nico and Jim. Carleen and I feeling things were well in hand, descended the cliff and returned to our boats. Nico and the other sailor emerged from the forest. But, where was Jim? We knew he had the GPS so should be able to find his way out of the woods but again the hollering brought no reply. Carleen went back ashore and eventually both came out of the woods. Darkness came with all safely aboard their respective boats.

By 7 AM the 3 of us were under power and headed back to Killarney to load up and drive back to London. The weatherman got one last kick at us as the rain came down while the folding up was going on. A quick brunch was had then it was homeward bound. Of course there was the stop in Parry Sound for lunch and Craighurst for Ice cream.

All in all an interesting time what with Bob's effort to move rocks, Kitty, Kitty, where is the Kitty and Finding Captain Nico! There was also the chasing of a loose dinghy, the loss of several hats and the parting of the stony bottom by my keel when the shift lever fell off my motor giving me no reverse.

Its time to start thinking about NEXT year. Who else will join this band of mariners for another adventure? There are rumors we might have a couple of American friends join in. Will you be there?

**That's the way I saw it in 2005.
Mike of "About Time"**

**Editor – Sailor Mike has taken to signing his name in lower case
a la k.d.lang – Have been trying to read something into that - -**

- - more from Sailor Mike

**When not sailing, Mike surfs the "net" and has come across a page
where really attractive, mugs are decorated by carvings made from
photo's you provide. Interesting site which can be viewed at**

ScrimshawMugs.com

Have a look – they'll make great Christmas presents.

- - and more yet from Sailor Mike, you say??

**While reading thru the current Boat US magazine I came across an
article on Blue-Green Algae. I quote a section that should be of
interest to FYC members.**

**"If sailing, windsurfing or undertaking any other activity likely to
involve accidental immersion, wear clothing that is loose fitting.
Use of wetsuits for water sports may result in greater risk of rashes
as the algae material trapped in the wet suit will be in contact with
the skin for longer periods of time. After coming ashore shower or
wash to remove algae material."**

**Earlier on in the article they state " Accidentally swallowing small
amounts of water during a bloom could cause serious harm. Avoid
contact with visible scum."**

**- - And finally, Mike advises that his need "to wrestle the monster"
on the way up North was due to him having too much weight in the
aft of the boat, having loaded up on "cheap" gas here in the south.
Likely his rear truck wheels were barely touching the pavement!
You are well advised to get the weight on the hitch of the towing
vehicle! See Mike for details and to hear his tale of distress!!**

**For all his contributions, I've promised him an expense account
and company car. Hope the new editors can find it in their budget!!**

FROM THE COMMODORE

Changes in the FYC Executive

On behalf of the FYC executive, I'm very pleased to be able to announce that new member Perry Meunier has volunteered to take over from Michelle Patten as Treasurer of Fanshawe Yacht Club, and to become a new member of the FYC executive. Welcome to the table, Perry!

I'm sure I speak for all FYC members in thanking Michelle for keeping our accounts so well and for preparing the club and school budgets for the past three years. Michelle, your work has kept the business affairs of the Club and the Sailing School on an excellent footing, and has made the accounts understandable for members without business training. Your voice and advice will be greatly missed in our executive and general meetings.

Budget Time!

Michelle has now transferred all the financial information over to Perry and he has now taken over control of the FYC accounts. Please send him any outstanding bills or invoices for expenses as soon as possible to get the accounts cleaned up for the end of the season.

Budget time is coming up fast! If any members have projects around the Club that will need funding for 2006, please send details of them in to the executive as soon as possible so that they can be reviewed by the executive and included in this year's budget process. The next executive meeting, the last before the Budget meeting, is planned for Monday, October 24.

Annual Banquet 2005

The annual FYC Banquet for 2005 will be held on Saturday, January 28, 2006, at the Huron House Restaurant. Tickets for the Banquet will be on sale at the Work Parties on October 15 and October 22.

The change from the usual November date for the Banquet was necessary this year because the Commodore and several members of the organizing committee are not going to be available during November.

A HELPFUL HINT

Ever lock your keys in the vehicle? Well, one day at the Club, I pulled my keys out to stop the bonging while talking to then Commodore Anne and then got out and locked it from force of habit!! Standing outside looking in and realizing that there will be a lot of damage if you try to break in and perhaps a long delay to get CAA or your car company service facility to help is discouraging at best!

Well, since then, I had heard that if you had a person phone you on your cell, and you held that cell up to your door lock, and that caller activated their extra, alternate door opener into the phone from which they were calling, up would pop the locks.

So, I got my wife Irene to phone my cell, which I held as described, and click her car door opener into the household phone. What do you know, it worked! Couldn't believe it!!

Now that sounds fine but the time when I locked my keys in the car at the yacht club, my cell was in the car too! My wife had a time consuming drive across town with her keys that she hadn't planned for. Upset her some!! But, one has to wonder about what is being pumped into our heads from various sources.

MONTHLY WINTER DINNERS

Sailor Mike, the instigator of the winter dinners that keeps our members in touch with each other through the winter, advises that the first dinner of the off-season will be held at

KING'S BUFFET

Dundas Street just East of Florence At 1800H

NOVEMBER 16, 2005

These off-season get togethers are a great idea of Mike's and we look forward to seeing those that we seldom meet after the club is closed. The food is always good and the Sailor talk helps us cope with the winter weather. Everyone who attends must benefit in their own way. Come and join us!!

WINTER BOAT STORAGE

It's that time of year when we must find a spot for our boats to hibernate over the winter. As the UTRCA allows trailers to stay on their site over the winter, we wonder why we can not be afforded the same privilege on our leased land. However, as of this writing, we have had no response from our Executive who are talking to our landlord about this.

Meanwhile, a dozen or so of us stored our boats in a barn north of London. However, the site is for sale and the owner does not want to encumber the land with a barn full of boats which could discourage a buyer. So, with time running out, looking for outside storage nearby, we are heartened to learn that storage could be available on the property of FYC member –

UWE ZACKERT
285 CLARA STREET,
DORCHESTER, ONT
PHONE 268-7359

Cost? Expect to pay around what the UTRCA will charge, say \$140.00 to \$150.00 for outside storage at your own risk.

WANTED

My name is Mike Perks, a member of FYC, and I would like to place a classified ad in the next scuttlebutt newsletter.

This summer we bought a Venture 24, but it is missing some things, so we'd like the ad to read something like this:

"WANTED: Gear suitable for a Venture 24 - will purchase or accept donations. We need running rigging like main and jib sheet blocks, halyard blocks, boom-vang gear, cleats, and also anchor, marine battery, outboard engine, cabin lights, compass, tiller, lifelines/fittings, and miscellaneous hardware. Lets make a deal –

Please contact Mike Perks at 685-9012 or perks@3innovation.com"

2005 Club Championships Results

- submitted by Peter Wilkins, Race Officer

For the Club Championships this year, the race committee decided to try a return to the two-day format over the Labour Day weekend with the final Champion of Champions race held early on Sunday afternoon, just before the corn roast. Although the Notice of Race called for a late start on Saturday morning, the day dawned with a good wind and fair weather. The wind increased some in the afternoon before settling back a bit later on. Three races were run on Saturday for those who survived the first two. Sunday turned out to be a gentler day with less wind and still fair weather allowing two more races before the Championship final.

The entry turnout was "OK" with 10 Lasers, 4 Wayfarers, 5 Cruisers and 3 Handicap A fleet. It was good to see the resurgence of the Lasers, although it seems that it might have come at the expense of a few Wayfarer entries. Several of the boats were new racers at FYC with one being two young students from our summer Sailing School, eager to try out their newly-learned skills.

After the five races, the results posted as follows:

Lasers

1st Rick Goldt 2nd Jim MacKenzie 3rd Steve Dietrich
4th Brad Biskaborn 5th Kevin Biskaborn

Wayfarer

1st Bob Kennedy and Ravi Gupta
2nd Jeff Eames and "T" Houlden

Cruisers

1st John Burgess 2nd Szymon Kornobis

Handicap A

1st Mike Cowen 2nd Mike Perks, Al Dikih and Ann Marie Perks

The first place finishers from each fleet then sailed off in an abbreviated final to determine the Champion of Champions. The finishing order, after Portsmouth Number corrections was:
1st Bob Kennedy and Ravi Gupta (they finished first in every race this weekend)
2nd Rick Goldt
3rd John Burgess
4th Mike Cowen

Congratulations to all the racers!

THE PUMPKIN REGATTA

In bright, sunny weather, with acceptable winds, the annual Pumpkin Regatta was held. Watching from the dam, as the boats made their way to the mark, one couldn't help but think how different sailboat racing is from other competitions. There was no sound of the pounding hoofs of horses as they drive to the wire or howling engines of Indy cars screaming by. There was only the sound of the light breezes decorated by the colourful boats.

The Winners

LASERS - BOATS ENTERED = 11

- 1 Brad Biskaborn
- 2 Steve Carrol
- 3 Oliver Darroch
- 4 Rick Goldt
- 5 Kevin Biskaborn

WAYFARERS - BOATS ENTERED = 10

- 1 Al Schonborn & Marc Bennett
- 2 Steve Carroll
- 3 Mike Codd & Kirk Iredale
- 4 Joe Debrincat & Mike Anspach
- 5 Bob Kennedy & Ravi Gupta

Y – FLYER - BOATS ENTERED = 5

- 1 Jim Mackenzie & Drew Petti Place
- 2 Ed Horne & Andrew Milley

LASER II - BOATS ENTERED = 2

- 1 Sorin Popa & Matt Quinn

420 - BOATS ENTERED = 2

- 1 Dan Chevalier & Bianca Romagnoli

OPEN - BOATS ENTERED = 6

- 1 Mike Cowan
- 2 Aaron Chambers & Peter Nicks
- 3 Rob Perquin

The Club thanks all the volunteers that made this a successful event. Wouldn't happen without you.

Venture 21 (1971) – For Sale

Pictures of Gord's boat, both interior and exterior should be here
They were nice pictures, too!

\$3.800.00 Call Gord at 649-7690

**White with Light Blue Accents - Cuddy Cabin sleeps 4
Swing Keel, Portable Head (still in box) New Anti-Fouling Paint
done Spring 2005 - 6 HP Merc Outboard - Jib, Genoa and Main Sails
- New Marine Battery, electrical Panel and Bulkhead**

**Includes trailer with new tires, winch & jack. - Bearing repacked on
trailer last summer - New Marine Radio and Antenna (still in box) -
Life Jackets, Hand bilge pump, Life line, fenders**

CLUBWARE

**It's not too early to be thinking of Christmas and the lovely gifts our
Clubware will make. With Lori maintaining display items only to
keep our costs low, she needs lead time to order the goods. Please
give Lori a call at 659-4633 to make the arrangements. Good quality
and reasonable prices.**

As Gillette used to say, Look smart, feel smart!!

ART SEAGER

(or There comes a time - -- -)

Earlier, I advised the executive that after more than a decade, perhaps it is time that I gave up the editing job for this newsletter letting someone younger with younger ideas take over. After some searching, they advised that Suzanne Goldt and Alice Jukema had expressed interest and they would in fact become the editors and will be working as a team. Their first issue will be the one for February, 2006.

Discussing the changeover with Suzanne, she asked about our covers. As most of you know, Art Seager, the retired Graphic Arts teacher at Beal Technical School has been our in-house artist. Without fail, Art has come up with a new picture each year, honouring some member that Art has deemed worthy of such recognition. This year, our cover features Hans Schaffner at the dock, Mike Morris heading out to sea with Brian Perry in the background. How nice that he got three of the club's hardest workers in one picture.

From what I understand, Art works from a photo, or maybe using several photos, sketching the subject and at each year end banquet, he would appear with the cover picture for the ensuing year which I would then give to our printer to keep on file and to create the cover each issue. Nice for the Club, the printer and selfishly, for myself. These sketches take some time to perfect and Art is a master.

So, after talking to Suzanne, I called Art to enquire about his intentions for the coming year. Perhaps I created the opportunity he was waiting for as he has chosen this time to "retire" as well. Though he hadn't started on a cover for 2006, he had been thinking about it, wondering how he could honour Bert Renes for the ladders we older gentlemen so like and really need.

It is with genuine regret that we say goodbye to Art Seager the artist but we are not saying goodbye to Art Seager the sailor as we want to see him at the club for a long time yet!!

Thanks Art for your unique contribution of many years to the Fanshawe Yacht Club! It surely won't be duplicated!!



DOCKSIDE SCUTTLEBUTT

