



FANSHAWE YACHT CLUB

DOCKSIDE SCUTTLEBUTT



Ralph Smith—

Hands over the Editing of the Dockside Scuttlebutt after 11 years

February 2006
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This feature article is to thank Ralph for his years of active involvement in the Fanshawe Yacht Club. Ralph acted as editor-publisher-reporter of the *Dockside Scuttlebutt* for many years keeping the membership informed of important club matters and schedules. He ensured that new executive members met the necessary deadlines to notify us of meetings and provide important business information. Events at the lake such as social events, racing events and work events were recounted. Nestled amongst this information were nuggets of sailing facts and humour with interesting stories from the club members.

Ralph stepped down from this lofty position, or should I say he stepped out and up into the position of Commodore for 2006! No rest for Ralph yet!

During this time, Ralph has also been very involved in the London Power Squadron and in volunteer driving of kids for the Children's Aid Society. This only emphasizes the truth that people who retire are often busiest!



For Alice and I who will continue his legacy, Ralph has been most helpful and willing to support us. We certainly intend to make use of his expertise. Actually, he could be a club historian after all of his work.

Submitted by
Suzanne Goldt



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It's better to be approximately right than to be precisely wrong.

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Editor's Notes:

Well here we go.....

As a novice crew member, I have gotten myself in deep waters sailing at FYC, with more recreation than I ever would have dreamt of. First of all, I am thankful to Suzanne Goldt, our FYC Reporter, who joins with me in publishing the Dockside Scuttlebutt complimenting the effort, with her history as a FYC member to uncover the articles. During the last few months we have connected numerous times and both believe we are doing what suits each of us best. I enjoy puttering at the computer while Nico works evenings. So Suzanne and I are off and sailing as the fair winds blow. Hopefully you will enjoy our efforts, as you read articles from familiar faithful reporters, bringing us up to speed as they see things. In



Summer Cruise 2006 Plans

On January 8th, a group of the FYC cruisers met at the home of Nico and Alice Jukema (Less Stress II) for a pot luck dinner, and to make plans for the coming sailing season. We do this now so working folks can book their vacation time. Carleen Hone, Les Pomeroy and John Burgess supplied lots of photos of previous cruises and a look at the current Volvo Around the World race.

The main cruise for 2006 will begin on July 21 and end July 31. Some boats will be trailered to

addition to Suzanne forwarding articles of interest, reports and reminders for publishing deadlines, as Editor, I will place them into our format. Together we hope to bring you some leisure reading time.

Let me tell you about the features we are working at: The front cover will be the Feature Page. Further on we have Portrait of a Member; here we have introduced only one member this month due to space and have chosen Nico & I since many of you do not know us, also a good way to introduce ourselves, and help you understand how we would like to feature our Portrait of a Member in the coming issues. Our plan is to feature 4 Members, helping FYC members become better acquainted with each other through the year. Another article we are trying is: Letters to the

Little Current on Manitoulin Island by way of the ferry while the rest will launch in Killarney. Both groups will gather at Browning Cove on Heywood Island. This is a true sailing vacation in some of the most beautiful country in the world. Any past participants will be glad to answer questions from those who might be interested in joining the fun. The cruise is a good way for new folks to enjoy their first cruise away from home. There is also some interest in going up the Rideau canal in June. No date has been set as yet. This will be a mo-

Dockside, discretion will be used with all articles for publishing. Please limit your letters to 500 characters and spaces combined. Drop them in the mail to the FYC address attention:Scuttlebutt Editor or Email your letters to: scuttlebutt@rogers.com, Constructive comments or questions will be entertained for publishing with the name of contributor. Another couple of features will be an Events Corner, & Classified Ads pertaining only to Boating. We hope you will enjoy the new layout with the option to collect the Scuttlebutt in a Binder for many of you who have collected them over the years.

From the Crows Nest
—Alice



toring trip due to low bridges. More information will follow. Those attending the gathering were, Doug & Shirley MacKenzie, Jim MacKenzie and Carleen Hone; (Tri-Oomph), John & Hilary Burgess (Open Air); Les & Lise Pomeroy (Fearles); Bob Hendry (Elsie II); Margo and I (About Time); and of course Nico and Alice (Less Stress II). Thanks to Alice and Nico for providing this rowdy bunch with a beautiful place to get together.

—Mike



Events Corner—Big Events at FYC and nearby in 2006

Mark your calendar and of course your membership form early. Offer to help out, participate, or just visit. Some FYC members are already involved in organizing these events. More help can always be used. You'll hear more later.—Racing Events to note:

- June 3,4 - FYC - Commodore's Cup (Members / Crew / Guests)
- June 10-11 - Conestoga SC- Lasers and Wayfarers
- June 23,24,25 - FYC - Wayfarer Canadian Championships
- July 12,13,14(midweek) - Belwood SC - Y Flyer Internationals
- August 12, 13 - Grand Bend YC - Laser Regatta
- August 26, 27 - FYC - Club Championships (Members)

NOTICE

Membership Applications

Due by March 1, 2006

With your Registration form
Include your payment by

CHEQUE ONLY

*Please also forward change of
address when called for to:*

Fanshawe Yacht Club
PO Box 32041, RPO Northland
London ON N5V 3K4



Commodore's Report **for 2005—John Bryant**

Many thanks for all your support that made this year at Fanshawe Yacht Club a very enjoyable experience for me! Let's review the year 2005 together

Membership

One of the club Executive's principal concerns is to maintain or increase the membership of the club. I'm happy to be able to report that our club has come through the year 2005 successfully and we have maintained our membership at the same level as 2004 – we had 94 owner members, boosted by 15 sailing, 6 crew 2 students for a total of 117 members. I was very surprised to learn from the initiation fees that 19 new members joined the Club in 2005, and clearly we must have lost the same number at the end of 2004. 19 members out of 109 leaving and 19 new members joining means that we had 18% turnover in membership last year, a very large number for an organization as small as ours. While this amount of turnover may be what we have to expect, it's all the more reason for us to maintain our public relations efforts to attract the new members that are keeping our Club going!

One interesting new member this year was Woodeden Camp, who joined us as a corporate member and brought their new fleet of four Access dinghies to the lake as one of their programs for disabled youth. Their first sailing pro-

gram, led by two charming young ladies, was evidently a success, and we look forward to having them with us again in 2006. We also hosted a group of Sea Cadets and their leaders from HMCS Prevost, who brought their own boats to us for a four – day sailing experience. We're very hopeful that the Sea Cadets may visit us again in 2006 and possibly become another corporate member.

Our Sailing School, led by Peter Wilkins and Mike Perks with instructors Andrew Dittmer and Peter Norris, had another good year. The School trained 63 youth and 32 adult students at the OSA White Sail levels, 16 youth and for the first time 4 adults at the Bronze level, and 63 youth students in the YMCA program. Peter will tell us more about the School program in his discussion later.

From the financial point of view, the year was successful for both the Club and the Sailing School. Overall, the Club and the School together finished the year with a respectable surplus in its accounts. We'll hear more about this from our Treasurer shortly.

Club Operations

Our first spring work party, organized by Vice Commodore Rose Eidt, was so successful that we all hoped to get an early start to the season – but it was not to be. Very bad weather delayed the second work party for a week and caused a number of startup problems; in fact, some of the last startup tasks weren't finally completed until better weather arrived in early June. As well as

the regular items, our startup team had to arrange to fill in a substantial section of the asphalt along the main dock that had subsided badly during the winter. Thanks to everyone that took part in organizing and running the startup, the Club was fully cleaned up and ready for our Open Day on May 28. Open Day, our most important Public Relations occasion, was blessed by good weather and a good attendance; during the two days the Club was open we recorded over 450 visitors, gave untold numbers of sailboat rides, and signed up 13 adult and five youth students for the School. Many thanks to all the members that organized and ran the Open House for us

Racing

There were so few boats entered in the Commodore's Cup regatta last year that the Race Committee decided this year to hold just one spring regatta, call it the Commodore's Cup, and hold it on the second Saturday in June in place of the traditional "open" June Bug regatta. This was a disappointment to racing enthusiasts inside and outside our Club, but was forced on us by the difficulty the race committee has in recruiting enough active members to staff an open regatta. There are still enthusiastic racers in our club, though - as a testament to how seriously our Laser enthusiasts take their racing, our very next regatta, the Club Championship, was marked by a formal protest – something we haven't heard in living memory! In one race, Laser sailor Rick Goldt protested Brad Biskaborn for an alleged infraction that gave Brad, the initial winner



of the race, an unfair advantage going about a mark. This set wheels in motion; a Protest Committee, chaired by Len MacDougall, was convened on the spot to hear the case. The committee ruled that the protest was valid, and awarded Rick the advantage and the race. However, the Biskaborns don't give up easily! Brad appealed the ruling to the OSA, and a couple of weeks later, a second committee of Len MacDougall and two experts from OSA reheard the evidence. After due consideration, the Protest was dismissed, and the appeal committee awarded the race back to Brad.

In the Pumpkin regatta in mid-October, Brad, now one of our most successful sailors in the Laser class, maintained his lead, finishing first out of 11 Lasers entered. We had 36 boats entered for this regatta, which was held under almost ideal conditions – warm autumn sun and good winds. Along with the expert sailors in the Laser and Wayfarer classes, ten of the students from the Sailing School Bronze Level took part, sailing the School Laser Twos and 420's, and were successful in finishing several races in quite challenging conditions. This is a very encouraging development and we look forward to seeing more of the senior students take part in regattas in future.

Although formal dinghy racing numbers may be in decline, our Wednesday Night informal races continue to be popular with both dinghy and cruising members – so much so that the activity has now expanded to regular informal races on Wednesday afternoons, when the

winds are often stronger and more predictable.

Many thanks to John Burgess for running these enjoyable races for us and providing the coffee afterwards!

Help for disabled sailors

In our request for a Trillium grant three years ago, we included the cost of a small hand-operated crane for assisting disabled sailors in and out of their boats. The crane was ordered from the same "Access" company that build the boats for the disabled, and it finally arrived from Australia in August. Our master of machining, Otto Biskaborn, had a mounting made for the crane and arranged for it to be welded permanently to the main dock wall after the Club closed in November, so the crane will finally be available for us all to use next spring. This small crane was originally ordered just for Community Living London sailors, but will now be available to help our disabled member Perry Muenier and also the Woodeden Camp students get safely in and out of their boats.

Club Administration

One item left over from the Trillium grant we received two years ago was a final report to the Trillium Foundation, to let them know how their money had been spent. Then Treasurer Michelle Patten and I completed this report in June 2005, including in it an account of the additional concrete work on the damaged South ramp that we were able to do with some funding left over from the money allotted for the renewal of the Sailing School walkway.

Successive executives

over the last ten years have tried to find a location to store the back records of the Club. These are the minutes of meetings, race records, awards, plans, and so on that form the history of the Club and School going back to its incorporation in 1961. Most members feel that these records are important and don't want to discard them – but at the same time don't have anywhere to store them properly. Until recently, the records were stored in several cardboard boxes kept in the small chalet, (hardly the most secure location!) and then they were moved to a better spot in Len MacDougall's basement – but this still wasn't a practical location for the long term. Len and I have been successful in having the Club records dating from 1961 to 1988 placed permanently in the Archives of the Weldon Library at UWO, where they are available to the public for historical research. Some earlier records going back to the foundation of the Club in the 1950's are already in the Archives, placed by former member Phil Luno. We can now add more records to the Weldon library archives as we feel necessary by contacting the library staff.

Another important administrative item that the executive had to deal with this year was a review of the incorporation of the Club. This may seem a very small detail, but unless the Club remains formally incorporated, the flag officers, as directors of the Club could become personally liable to pay damages if anyone were to win a lawsuit against the Club. Alice Jukema was good enough to check the



provincial records for us, and she has found that, while Fanshawe Yacht Club is still on the list of nonprofit corporations in Ontario, we haven't been observing some of the regulations that have been brought in since the club was incorporated in 1962. We're working on getting this situation corrected as quickly as possible and expect to be back in good standing as a nonprofit corporation before the new sailing season begins.

People

All last season, the Club functioned without a Fleet Captain, the officer that normally coordinates all maintenance activity along the dock and on the water. We were able to get by without this officer thanks to all the other members that "took up the slack" this year without being asked, but it is vital that we find a member to fill this position in the Club for

next season. I was disappointed too to learn that Rose Eidt, our Vice Commodore, had resigned at the beginning of December. Rose did a great job organizing the Spring and Fall work parties for us and taking part in the other work of the executive this year and part of last year, and her voice will be missed around the club. One other member I must mention is our Newsletter Editor, Ralph Smith – Ralph has just stepped down as editor of the "Scuttlebutt", after eleven years of keeping us all informed about the goings on at the club in his unique humorous style. Many thanks for all your work from all of us, Ralph!

Looking back I now realize I had a quiet year as Commodore – there were no great projects to organize, no great floods to cope with, and only one spell of really bad weather. That big windstorm did some-

how blow Mike Morris' boat off its moorings, but fortunately no harm was done. Our Open House, our School, our regattas and our social gatherings were a success, and our club has managed to renew itself once again – so all I can say in conclusion is a very sincere "thank you" to all the members that took part in running the club and making 2005 an enjoyable sailing season for everyone!



Commodore's Address For 2006—Ralph Smith

Fellow Sailors, as you know I gave up the editing of the Scuttlebutt to free up more of my time which is mostly consumed by my three volunteer jobs. Pretty well each night will find me at my keyboard doing clerical/accounting work.

When approached about taking on the position of Commodore, I was adamantly opposed, as this negated my reason for resigning from editing. In keeping with this line of thinking, I was reminded of the quote from someone whose name I can't recall though he was undoubtedly an

American who said "If nominated, I will not run and if elected I will not serve!" However, I don't accept a position if I do not intend to give it my best effort and I will certainly do that! Another quote that would apply here, from an ordinary Power Squadron member with the title of 1st. Lieutenant, proclaimed that "It doesn't take much to get ahead in this organization!"

First of all, I am heartened to know that Past Commodore Gordon Stewart will be able to provide assistance in following protocol, handling of meetings and so on. Further we may have Past Commodores that may also be called on for guidance and we are confident that they will help

when asked. In fact, though in the past, we have been reluctant to re-cycle Past Commodores considering that once they had worked their way through the chairs of the Executive, taking five years, they had made their contribution. Well, that was when we had twice the number of members that we now have.

With the current practice of plugging holes in the executive with warm bodies, perhaps that policy should be revisited and former officers be encouraged to serve yet again. Don't think for a minute that I don't recognize that former Commodores haven't contributed after leaving the executive. We constantly call on them, too many



to name individually, as I would miss some who continue to help in their areas of expertise and we would be hard pressed to manage without their help.

There are several areas of concern that I would like to address in the coming year. The most important, in my mind, is the ongoing health and growth of the club. We must attract younger members who will hopefully aspire to compete in National regattas and create a well known name for our Club with a synergistic effect that will raise the awareness of the public to our very existence. In order to attract the very young, along with their parents and get them interested for life. We need a couple of "optic's" for a start. However, we are going to have to deal with the re-cladding of the main Chalet and the south side should be replaced this year. Similarly, we may soon have to replace our Whalers as they are becoming worthy of being displayed as antiques. Whalers are expensive but where there is no decision! We may be Looking at large capital expenses just to survive. If we are content to just "mark time" and stay the same, we will surely die a slow death of attrition! So if anyone has any ideas about how to go about improving our youth programs, please bring them to the February General Meeting.

Publicity is what we need and seldom get! For instance, I doubt if many Londoners would even know the names of Derek & Marjorie Innes who have Canadian Championships to their credit and world competitions as well. If they were hockey

players or figure skaters, they would be household names in London. In the most recent Scuttlebutt, we recounted the success of Brad Biskaborn in a Toronto regatta. Who knows about his success but us? We see Rick Goldt's picture in the Free Press and on TV speaking for the UTRCA, but did you know he had sailed Lasers competitively at the World Level in Kiel, Germany? I didn't until very recently! We need to get the London Free Press and other media outlets on board to let people know there is an inexpensive sport/hobby right here at home. Perhaps we should try to interest sports people like Pete James of CJBK and Jim Kernohan of the Free Press in our club. These people are always looking for material. If our PR person, Sailor Mike can accomplish this, maybe he will yet get an expense account (I do have some McDonald's and Harvey's coupons he could use to try to get their attention.)

Londoner had a photographer at our Open House last year but I don't remember seeing any pictures - so what happened? Local papers have pictures in a segment called "Around Town". Maybe we could get them to our Open House. What about putting an ad in the London Line, the publication of the Power Squadron? This newsletter reaches more than 600 people that are already interested in boating - so should we consider this? The ads are not that expensive and we could get an ad in an issue that will be out before our season starts. We have some work to do in this area and it will be a challenge.

Finally, we used to send the Scuttlebutt to former members who had left for one reason or another, hoping they would return. Well, the results didn't justify the costs. One person even emailed me considering me to be an idiot to be sending the paper to a former member who had moved—got rid of her address in a hurry!

However, because of the contributions that Derek & Marjorie Innes have made to our club and their continued contributions of interesting articles for the Scuttlebutt, I took the initiative to leave them on our mailing list. Noting that there is a provision in our Club Rules for designating people as "Honorary Members." It is my intention to make a motion at the next General Meeting to have them so designated so they can continue to receive the Scuttlebutt gratis for as long as there is one.

And really finally, this is the time where I should thank the membership for their confidence in voting me to this august position. However, In reality, I lost an arm wrestling contest to Past Commodore Currie, the Nominating Chair. Please don't look for me to be a "Moses" about to lead the club to the Promised Land. Actually, no one else would come forward! Rather than being honoured I feel more like the last girl at closing time at the pub!

We will definitely be calling on some of you for advice and assistance and hope you will be there to answer the call. In any event we will do our very best to make this a very successful year.

Fair Winds to you all!



Yacht Club Banquet 2005

The 2005 banquet for club members shifted this year from its usual time in November to the end of January because two important executive members would not have been able to attend. The change did make it a little more difficult to market the tickets as we had made use of the work parties in the past to do so. Regardless, 50 tickets were purchased and we all set out for a good meal and good company.

A team of members helped to organize the event and they cannot be thanked enough as things continued to shift. Rose Eidt left her executive position (which included managing the banquet) in the fall. Rose met with Betty Dietrich and I in January and assisted us with booking the Huron House (done in the fall), printing tickets, arranging availability of tickets to purchase online and providing an organizer's banquet website to maintain a list of tickets sold. Her son Drew assisted us with email advertising and providing information whenever needed.

Betty, as last year, helped with all of the initial event organi-

zation and was able to help with a great deal even though she had to deal with a family emergency during that time. We were not even sure she would be able to attend the banquet until the day of! We are so pleased that Betty's Dad is managing well now.

Sharon Biskaborn stepped in and offered to help when Betty knew she may not be able to continue. It is so wonderful to have friends who are so willing to help. Sharon's son Kevin designed the program covers this year and they were the absolute best we have had! Rick even sent one to past members in BC, Derek and Marjorie Innes, to see if they could recognize all the boats and owners included in the design. A further thank you needs to be given to Sharon and Kevin for the beautiful and personal artwork that they designed as a gift for the outgoing commodore, John Bryant. John seemed very pleased. It would be worth being Commodore just to own such a gift!

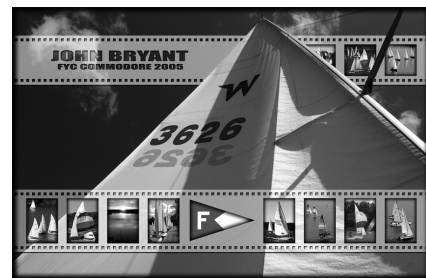
Our executive help came in the form of....John Bryant.

John was most helpful in organizing the more formal matters for the evening and of course, banking. He too needs much thanks for his year as Commodore and many years prior as club secretary...a very busy position!

We had a very good buffet meal and a video presentation of photos from around the club along with the cruisers' trips north. Interestingly, two tables tied in the trivia contest scoring 16 out of 23. Guess we can always learn more about the sport!

The date for the Fanshawe Feast may return to the fall this year and we look forward to seeing everyone there to enjoy a good meal and the best of company.

See you on the Dock!
Suzanne Goldt



Creative work of Kevin Biskaborn presented in colour at the Banquet to Commodore John Bryant



Jack Blocker

Skipping over the Ocean Like a Stone-Sailing (Briefly) in Cuba

I'm goin' where the sun keeps
shining,
Through the pouring rain,
Goin' where the weather suits my
clo-oths,
Banking off of a northeast wind,
Sailing on a summer breeze,
Skipping over the ocean like a
stone.

---Fred Neil,

"Everybody's Talking."

"Everybody's Talking" hit the charts a third of a century ago in the version by singer Harry Nilsson, which was incorporated into the movie *Midnight Cowboy*. I had

heard it earlier, as it was written by the brother-in-law of my college roommate at the University of Florida; I had heard Fred Neil sing at a coffeehouse in Miami. Long before I thought of taking up sailing myself, "Everybody's Talking" just might have planted the seeds of eventual boat (not to mention fleet, or at least squadron) ownership. Before our Cuban holiday after this Christmas, I had experimented with Great Lakes sailing, but had never ventured onto the ocean. Nevertheless, in choosing a resort for our holiday, I had made sure we would stay at one that offered sailing.

Arriving at Varadero

Beach on Boxing Day after a flight from London, I soon discovered that sailing on the Atlantic Ocean was not possible immediately. Our resort, Barcelo Solymar, made three Hobie Cats available to guests, but, like all the other resorts at Varadero, it regulated their use with a flag system that denoted surf conditions. On Boxing Day, a strong wind drove heavy surf onto the beach, producing a display of red flags announcing that not only boating, but also even swimming, was inadvisable. On the following day, yellow flags indicated that swimming was now allowed in the lighter surf, but that all boats--pedal, paddle, and sail--were to remain on the beach. I then began to formulate and to

Continued top of page 8



cont. from bottom page 7 express the thought that sailing was to be permitted only when the wind was so light as to make it uninteresting. Meanwhile, walks both ways along the beach had revealed that every resort that owned sailboats owned exactly the same model and vintage of Hobie Cat, presumably the products of a bulk purchase by the Cuban government, which held partnerships with all the foreign companies that operated the resorts.

Finally, on the third day, the green flags went up on the beach, and the boats were released from imprisonment. The surf was very light, but there was wind, blowing at about ten knots from the north-

west. I inquired at the stand on the beach where resort employees oversaw the boating, and was told that I could book a sailboat for a half-hour sail; the next available slot, however, was on the day after that. Nevertheless, if someone who had booked failed to show up, I could claim the slot on the spot. This meant that, while lounging on the beach, I could keep an eye on the resort's three Hobies and, if one remained on the beach at five minutes past the half-hour, I could slog as quickly as possible through the sand to claim the unclaimed boat. Soon I saw that one remained on the beach and moved to seize the opportunity. I was not, however, allowed to sail it by myself and fulfill my dream. A young man in his 20s named Igor, slim, tanned and athletic, would have to accompany me. Igor saw how anxious I was to sail the

Hobie, but told me that his boss had insisted, for insurance reasons, that he accompany me and skipper the boat—company policy. But Igor proposed a compromise. We were wearing similar Tilley-type hats, but different-colored PFDs. When we got far enough from shore so that his boss could not tell the difference, we would switch my blue PFD for his red one and I would take the tiller. Actually, the Hobie was missing its tiller, but I could take the rod connecting the rudders and which served the purpose. It was great! Finally, I was skipping over the foot-high swells like a stone! I was filled with glee for three reasons: sailing on the ocean at last; getting away with something unauthorized at the **continues top of page 9**

Portrait of a Member

Name: *Nico & Alice Jukema*

Present or Past Occupation: Nico—City of London as a Transit Operator, together we operate *Lil' Bit Country Guest Suite B & B* in Ingersoll www.lilbitcountry.ca,

Current Boat: MacGregor 26X **Sail #:** M3438 **Boat Name:** Less StressII

1. How were you introduced to sailing:

As a young boy Nico's backyard was on the Thames River where he spent most of his time on the water and made a sail out of an old bed sheet and 2 sticks.

2. Can you relate a memorable sailing experience...adventurous, exciting, embarrassing?

MacGregor 26X and finding it a pleasant boat to sail. Moving to a larger boat has allowed both of us to enjoy cruising together, an area we hope to become better acquainted with to enjoy for retirement.

3. What boats have you owned? What was your favourite?

Raft, Row Boat, 14' Molded Plywood 35HP, 19' Fiber Glass 175 HP, 23' Kells Sail Boat, 26' MacGregor Sail Boat The MacGregor 26X will most likely be our most loved and last boat.

4. What aspect of sailing do you most enjoy...cruise, race, travel, day sail, camaraderie?

Cruise, learning from experienced cruisers, Day Sail at FYC, & Camaraderie with all the sailors.

5. What is the most interesting place that you sailed? Why?

Last summer in the North Channel, after many years of Alice not being able to come boating, because of her back injury she was able to pass the test as this condition brought us to sailing.

6. What Interests do you have outside of sailing?

Nico hopes to enjoy his Sailboat Shop, putter in there as well as setting up HO Trains for the winter months. We enjoy meeting our B&B guests, Alice enjoys the computer, Photography and Creative Photo Albums.

7. How do you make use of the club facilities? How Often?

Bringing our 3 children, spouses & 3 grandchildren (1 more in June) and friends about 6 times a season.

8. How long have you been a member of FYC?

This will be our 5th Season, we are looking forward to becoming more involved within our capacity.

9. Would you change anything at the club to make it more of a destination?

Promotion of FYC, the Sailing School Program to bring this sport alive in the next generations.

10. Do you have family members interested in going to the club or do they have other interests?

They all have busy lives, everyone enjoys coming for an occasional afternoon sail. Grandpa hopes to en-



Cont. from top of page 8

excellent but highly organized resort; and the possibility of an untanned 63-year-old Canadian being mistaken for Igor. We tacked back and forth before the resort for about 20 minutes before once again trading PFDs, switching places, and heading for shore.

On a later day, my son and I went out for another sail from the resort, although this time the keeper, a different young man, equally slim, tanned and athletic but with lesser English-language skills than Igor, could not be negotiated with to give up the con. Nevertheless, we once again thrilled to the sensation of

ocean sailing in the reliable, durable but brisk Hobie. And this time a little stronger wind was blowing from the northeast, and I could legitimately sing:

Banking off of a northeast wind,
Sailing on a [winter] breeze,
Skipping over the ocean
like a stone



Bill Penistan in Aruba

Hello fellow FYCers. The Lacoursiere's have been MIA from FYC for the past couple of seasons, but only in body. It's still nice to hear about the happenings, and read the 'Butt to see that the Club is still thriving.

Having just learned that our illustrious editor is passing over the keyboard to two new editors, I thought I would help them out with a submission from a recent trip. Before doing this, however, I would like to acknowledge the great job done by RLS (Really Likes Sailing?). I do hope our new co-editors will entice Ralph to act as a guest writer from time to time – I've become addicted to his prose!

The Story

Jennifer and I have just celebrated our 20th anniversary, and that coinciding with me completing school (the main reason we have been absent from FYC), we decided a cruise was in order – the big kind with the ball rooms and enough food to feed a small nation.

These cruise ships sail at night, so each morning you're looking out at a new destination.

One of our stops was to the island of Aruba, and upon stepping onto the balcony; I spied a very large sailing yacht flying a Canadian flag. After a morning of shopping, I decided to take a walk over, and enquire as to the make of the boat.

As it happened, the Captain was standing on the deck speaking with another cruise ship guest, and I was able to discover that the boat was a MacGregor 65, hull number 1! For those of you that don't know who Roger MacGregor is, he is reputed to be the man who brought production line manufacturing to the sailboat industry. We have had several Ventures and MacGregors at our Club over the years. MacGregor is known for its water ballast boats, and apparently, this one was intended to be a partially water ballast model as well, but the experiment did not work, so they filled the keel cavity with lead.

As for the Captain, I made it known that I was from Canada, and asked where in Canada he resided. At first he said "Ontario". "Me too," I said. When I told him I was from London, he said, "You must sail out of Fanshawe Yacht Club!"

The Captain's name



is Bill Penistan, and he sailed/raced at FYC for many years when he was younger, having been raised in Stratford. He knew many of our past and current members, and had fond memories of our Club.

Bill purchased the MacGregor as an investment, and intended to keep it for about a year. It's now been 2-1/2 years, a lot of money, and he's still sailing around the islands. Bill has something to do with Canadian Yacht Charters, but in what capacity, I didn't ask.

I took some pictures of Captain and boat, and have included them in case anyone is interested. I'll send them to our webmaster as well, in case he wishes to post them.

It's amazing how small the 'sailing' world really is. Looking forward to seeing everyone in the Spring.—Marc

Word Definitions

Amidships -- a condition of being surrounded by boats.

Anchor -- a device designed to bring up mud samples from the bottom at appropriate or unexpected times.

Anchor Light -- a small light used to discharge the battery before day light.

Bare Boat -- clothing optional

Bottom Paint -- what you get when the cockpit seats are freshly painted

Calm -- sea conditions characterized by the simultaneous disappearance of wind and the last cold beverage.

Sheet -- a cool, damp, salty night covering

Swell -- a wave that is just great

Square Rigger -- a rigger over 30

Tack -- a maneuver the skipper uses





when telling the crew what they did wrong without getting them mad.

Yawl -- a sailboat from Texas with some good Bourbon stored down yonder in the cabin.

Zephyr -- warm pleasant breeze named after the mythical Greek god of wishful thinking, false hopes and unreliable forecasts.

Submitted by Mike Morris



<p>Enter the new year as a fashion statement on the dock ... with matching crew or family outfits. This year's available items provided through Positive Identity Sportswear</p>	<p>FYC—Store To order... Contact Lori Chesman 659-4633</p>	<p>Short-Sleeve T-shirt 100% preshrunk jersey with double stitched sleeve and waist hems adult and youth sizes (red, sports grey, navy)</p> 
<p>¼ Zip Sweatshirt 50/50 cotton/poly with zipper pull and self collar (white, navy athletic grey)</p> 	<p>Ladies' or Men's Golf Shirt solid pique body with textured stripe (white with navy/red trim)</p> 	<p>Brushed Cotton Cap tri-coloured cap, structured low-profile, pre-curved peak, fabric strap with buckle. (navy/red/white)</p> 

Job Opportunities

Sailing School Manager The FYC Sailing School Committee is seeking interested candidates for the position of Sailing School Manager. Our previous manager has found that his work requirements elsewhere have changed since last summer and he will not be able to commit to the time required to continue with the position in 2006.

This is a part-time paid position with reasonable compensation, involving an average of four hours per day during July and August and less time during May, June and September. The Manager will be a mature adult acting as a general "overseer" of the school operation from opening in May to wrap-up in September as well as a contact person, on site, for adult students or parents of youth students. The position will be supported by members of the Committee and will support the instructor crew through the Head Instructor. A detailed job description including the time requirements and the compensation schedule is available from the Sailing School Director, Peter Wilkins, at 660-1238 or 'pwilkins@rogers.com'.

FYC—Club Steward The FYC Executive has a part-time paid position available with the following duties. 8 hours per week during specified Spring weeks, 20 hours per week for the Summer months, and 6 hours per week for specified fall months. Duties involve daily cleaning of the washrooms and Main Chalet. Periodic cleaning of grounds, daily transport of garbage to the UTRCA dump. Moving of Trailer Sailor Boats for grass cutting (minimum 5 times per summer). Procuring sufficient supply of fuel, reporting deficiency to Board Liaison. Replenish supplies as required. Valid drivers license and daily use of own vehicle. A complete job description and compensation details are available from: John Bryant at 519434-8289 or email jbryant555@rogers.com

Classified

For Sale: 1974 Paceship PY23. 3 headsails (including furling jib), main sail with sail cover. Sleeps 4, head, galley with icebox and stove, compass, knot meter, VHF, loran, and many other features. Includes trailer, electric motor, 4 deep cycle Surette batteries, solar panel, and regulator. Price \$7500. Call Marc @ 519-852-4460, or email at marc.lacoursiere@cexp.ca

For Sale - Wayfarer #7660 Two complete sets of sails (incl. spinnakers), good acrylic material boat cover, paddles, pump, small motor mount bracket over transom, rigged for racing, measuring certificate, torsion suspension low launch trailer. Asking \$5200, neg. – pictures at <http://www.wayfarercanada.com/forsale.html> -contact : R. Goldt - H - 519-473-1966, O - 510-473-1966 - rgoldt0228@rogers.com, or goldtr@thamesriver.on.ca

For Sale - 2001—15 HP Mercury Four Stroke Motor, Long Shaft plus optional extension, Electric Start Like new less than 20 hours use. Contact Nico 519-485-2101 or email jukema@lilbitcountry.ca

