



# FANSHAWE YACHT CLUB

## DOCKSIDE SCUTTLEBUTT

Introducing *Our Master of the Green Machine*

## Doug Mackenzie

Submitted by Suzanne Goldt

August 2006  
Volume 06 Is-

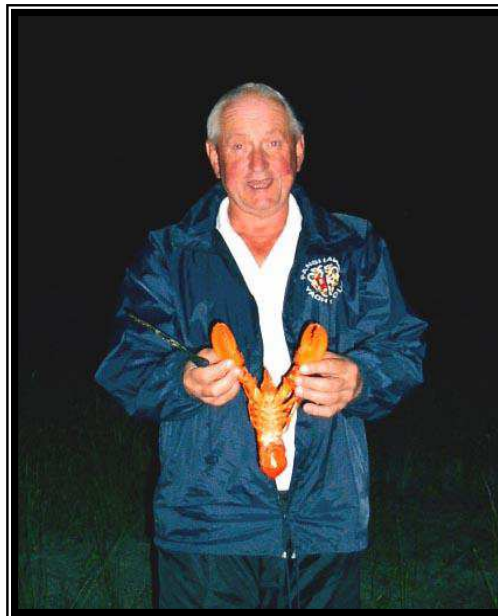
Now this is a seasoned FYC member who must be known by all club members, if not for his commitment to the club and its members then for his luxurious green trimaran, Triomph! (usually followed by Little Greener). Doug was Commodore of FYC in 1995 and has never been far from the action since. For a number of years he has known the club inside out as the Club Stewart...involved in almost everything in property and building care, maintenance and projects (e.g. docks and sailing school buildings). His knowledge is invaluable with plumbing, electrical, animals (raccoons, snakes, groundhogs, wasps) ...even the lawn mower! His enthusiasm for the club is remarkable even considering the difficult situations he encounters.

Doug has attended ...I am sure...all meetings in the club and is a real grounding member. He will ask the necessary questions to keep ideas realistic...a difficult thing to do when dreams soar for the club's future at times. He also asks the questions necessary to keep the club on track both financially and within its own structured written guidelines. Our club's conscience.

His honesty and sense of fairness have been very important in mediating complicated issues. Certainly, he has shown willingness to support compromise if needed.

With all of this, he is a most active sailor...a true sailor. He retains the record of the 'most winningest' (Carleen's words) Y-Flyer Nationals sailor having won 7 of the regattas. He races the Club Regattas/ Wed Races and sails the summer cruises with the good company of our club cruisers. This being not enough sailing....he is a boat-builder and restorer...with heaven knows how many boats stored in his son, Jim's, boat workshop/storage building.

His wife Shirley is his greatest supporter and cruise companion. Over the years, all of his children and grandchildren have been involved with the club...sailing, picnicking...lawn chairs of Mackenzie's scattered across the lawns.



For those members who have yet to volunteer for club work parties and special events, the sailing comradery and sharing of experiences with our most active members such as Doug is one of the greatest joys of a sailing club!



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**Next Issue: Contributions  
Deadline is October 2nd, 2006**

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### Editor's Notes

What a summer full of events FYC has had! Two wonderful well organized Cruises, which Nico & I were able to participate in. Again an enjoyable time spent with fellow FYC members on the waters of Ontario in our own sail boats. Look for the North Channel report coming in the October Issue.

Then the numerous Regatta's organized and enjoyed by our racing members. A new event for FYC members was the Dragon Boat Races involving our newest members and the races organized by them.

The Sailing School has

additional courses offered. Hopefully we will see new members joining FYC in the future from the Sailing School.

FYC is certainly a place where we welcome members into the various activities offered. Looking back at the events calendar for this summer, there has been no lack of activities to be involved in. A place where the individuals and whole families can enjoy. Let's continue to encourage these special times.

Another area that I would like to recognize is the participation from the many people providing articles for the Scuttlebutt. Great articles that we can all enjoy and share. Keep them coming!

The Scuttlebutt presently is budgeted for an 8 page edition. We have not been able to keep it to that size and have been permitted to continue with the expanded version of 10 pages for this year. Hopefully, next year we will be able to accommodate some more expansion, as we eagerly bring you these articles. We have more articles we could offer to the membership as space permits. Keep it coming!

Enjoy the rest of the sailing season. Hope to see you on the docks in September!



From the  
Crows Nest

— Alice

### Dockside Letter's

Thank you for an excellent presentation. Informative news about our club and members. Being a new member it is important for me to get familiar with names and faces. Lets keep up the good work and thanks again to all involved. — Dave W

### FYC 2006—Events Corner

- Aug 26-27** FYC—Club Championships  
Corn Roast on Sunday
- Sept 30-Oct 1** FYC—Pumpkin Regatta
- Oct 14** First Fall Work Party
- Oct 15** Park Closes
- Oct 21** Second Fall Work Party
- Nov 8** First Winter Dinner Night  
\*\*\*Note change to 2nd Wed of each winter month
- Nov 17** FYC Banquet
- Nov 27** AGM for Budget (Tentative)

**Wednesday Racing:** Informal racing Wed at 3 PM and 6:15 PM. Come for one, or both races. Coffee and chat after the evening race.

**Thursday Laser Racing:** Informal racing every Thursday evening at 6:00 or thereabouts.

### Upcoming Events at Fanshawe on the Lake and in the park

- Sept 12-14** Exhibitor, Outdoor Farm Show, Woodstock
- Sept 24** Furtney Memorial Forest Dedication, Fanshawe CA
- Sept 23-24** Doors Open London, Fanshawe Dam
- Sept 23-24** Doors Open London, Sifton Bog
- Oct 1** Woodstock Memorial Forest Dedication, Pittock CA
- Oct 14** Turkey Vulture Bait Trail Run, Fanshawe

### FYC 2006—Sailing School Corner

- Aug 28** - Skills week starts - all levels
- Aug 30** - Sailing School junior regatta
- Aug 31** - Sailing School junior parent night
- Sept 9,16,23,30** –Adult White Sail Course  
Saturdays only from 9-4

### Sept 23,& 24, 2006

**Where:** Fanshawe Pioneer Village

**Details:** British troops will be garrisoned at Fanshawe Pioneer Village to protect the inhabitants against parties of American soldiers raiding settlements in 1812 Upper Canada. Of course, with any military unit come an eclectic band of camp followers, settlers and perhaps a contingent of native warriors. See military drills, musket firing demonstrations, and participate in a militia muster. Camp followers and settlers will have stalls set up to sell their wares and who knows, stray American militiamen may cause havoc in this peaceful settlement. Sponsored by Sylvite Agra Services Ltd. Presented in partnership with the Royal Scots Grenadiers

**To register as a re-enactor go to:**  
[www.fanshawepioneervillage.  
uppercanadianheritage.com](http://www.fanshawepioneervillage.uppercanadianheritage.com)



## Sailing School News

Submitted by Peter Wilkins

As I write this, the calendar indicates that we are halfway through August. Where did this summer go?! The Sailing School has been busy with the junior program as we have good classes in the White Sail levels and some very keen students in the Bronze. Our Silver Sail Race Team has been working hard and traveling some good trips for regattas all around southern Ontario.

We had good turnouts for the adult classes in June and several requests since, leading us to organize another adult session to run during September. We have arranged to offer another adult White Sail course on 9, 16, 23 & 30 September, all Saturdays, from 9:00 am to 4:00 pm. If you know of someone who is interested and hasn't talked to us, please pass on the info. In addition, we will offer an adult Bronze level course at the same time if we can register enough students (6 will be enough)

The new boat trailer and coach boat have presented a number of challenges for our staff and we are still working to solve some of the problems. The full rig has turned out to be quite a heavy

load to tow and that has presented some problems with towing vehicles and equipment. Several of our Silver Sail parents have stepped in to help with the travel logistics and we appreciate the support. Steve Dietrich was an early help in towing the boat with the family pick-up truck one weekend and then lending the truck on another weekend. Pat Waitschies has been a great support with chaperoning the team on several trips. At other times, we had help from Paul Midgely and this weekend, Paul Marsh had a load of sailors in his car as they headed out for Ottawa. As we were setting up the Silver program, we met with the sailors and parents one evening and I noted that a successful program would be dependent on family support during the regatta travel portion. By now the truth of that statement has become evident. A big thank-you to the parents and families!!

We have also received some "corporate" help with the school programs this year. We were able to arrange a discount with Fogh Sails to supply parts and supplies for the school boats. In return for the help, we agreed to spread the

word with club members that Fogh is generally well stocked with parts for our dinghies and small cruisers. If they don't have it in stock, they can get it in short order and send it to you. Our supplies have been ordered and sent without leaving home, just phone or fax in the order and it will be in the mail box or on the door step in a few days. Please keep Fogh in mind when you need some parts. We also have received some donations in kind from Travel Sports Equipment, here in London. TSE donated some team sportswear items for the Silver Race Team and we acknowledge their assistance. TSE, on Wharncliffe Road at Riverside, sells wet suits and floatation vests for reasonable prices and they are right here in town.

Upon asking, I have been told that on most days, the junior sailors leave our club in the afternoon and leave it fairly neat and tidy. The condition of the club after a day of classes is important to the relationship between the school and the club members and I am glad to hear that things are holding well.

That's all the news from the Boathouse this issue - we will have more next time.



**The FYC Executive:** introducing new officers: In the last Scuttlebutt, a request for new members on the executive was included and two very capable and industrious club members responded:

**Secretary:** Bobby Hampton has taken on the role of club secretary and as you may know she also is on the sailing school committee.

**Fleet Captain:** Mark Anderson has assumed this role in his second year as an FYC member. Paul Chessman described Mark as very energetic and enthusiastic both in his new position and as a volunteer at work parties.

The current executive now is as follows:

<b>Commodore:</b>	John Bryant
<b>Vice Commodore:</b>	Paul Chesman
<b>Rear Commodore</b>	Bob Kennedy
<b>Fleet Captain:</b>	Mark Anderson
<b>Treasurer:</b>	Perry Meunier
<b>Secretary:</b>	Bobby Hampton

*A Dream will always triumph  
over reality,  
once it is given a chance*



### Mooring Chain Replacement

- submitted by Suzanne Goldt

Paul Chessman told me that the heavy, messy job of replacing mooring chains has been completed with special thanks to volunteers who are Secondary School students working on their Community Hours. The students worked hard and are a great source of volunteers for projects at the lake ...so it is likely you will see more of them. If you know a student needing Community Service hours, be sure to consider the yacht club as a placement and let our executive know.



## The 14th London Dragon Boat Race Festival

Held on August 19, 2006. Thanks for coming out to cheer on our newest club members in this event !!! The team residing at FYC is known as "Waves of Fury" and wore royal blue team shirts. Their races were at 8:48 AM and 10:48 AM. The third race time was determined by the average time of the first two races.

**Origins** The Dragon Boat Race Festival or "Tuen Ng" Festival is over 2000 years old. Also known as Poet's day, it commemorates the death of Qu Yuan, a poet and Minister of State during the Chou Dynasty. Qu drowned himself in a tributary of the Yangtze River in protest against a corrupt government. When local fishermen realized Qu was dying, they raced out in their boats to save him, beating drums to scare off fish which they thought would eat him. His body was never found.

Dragon Boat Festivals are now celebrated around the world. Races are held annually in China, Hong Kong, Taiwan, Singapore, Holland, the USA, Canada and other countries. The World Championship Hong Kong International Dragon Boat Races have been held annually since 1976. Over 100 teams from over 20 countries, including Canada, compete in the Hong Kong races every year.

This years Event Schedule was as follows:

7-9 am - Pancake Breakfast (provided by Kinsmen of Greater London)

8 am - Dragon Boat Races began

10 am - Opening Ceremonies with Mayor DeCicco-Best;

'Dotting of the Eye' Ceremony and Lion Dance performed by The Chinese

12:15 pm - Breast Cancer Survivor Cup Races began, followed by special Flower Ceremony on the water.

1pm - Community Services Cup Race.

1:15 pm - Healthcare Services Cup Race.

4 pm - Final Championship Race.

5 pm - Awards Ceremony



## Grand Bend Laser Open and Masters Regatta

Aug 12, 13, 2006 - Report by R. Goldt

A seed planted a year ago resulted in the combined efforts of members from the Grand Bend Yacht Club and Fanshawe Yacht Club hosting a Laser Regatta on Lake Huron at Grand Bend. With increasing interest in Laser racing amongst the older demographics of the sailing generation and recognizing this trend a thought was put into action to organize a regatta at Grand Bend. Previous experience with regattas at Goderich for Laser, Fireball, and 505 kept my passion alive for utilizing this wonderful part of Lake Huron that can kick up waves racing sailors love.

Thanks to Steve Dietrich who is a member at FYC and GBYC, connections were established in 2005. With just a few meetings the Racing Chair at GBYC, Tom Quigley and others interested quickly took up on the enthusiasm. By May most of the regatta was organized, a web page was put together by Kevin Biskaborn of Script Reaction as he did for the Wayfarer Nationals ..... and then we were off.

Peter Wilkins headed the Race Committee for the regatta and beat my record for races at the Wayfarer Nationals by holding 10 races by Sunday noon. Len MacDougall helped on the committee boat provided by Tom. Help with mark setting and rescue was provided ably by volunteers from Sarnia Yacht Club and the GBYC. Thanks to Suzanne Goldt who after anxiously awaiting my call Saturday morning at the end of registration went on a spending spree and bought and delivered all the provisions for the Saturday evening dinner as well as on the water refreshments. Upon arriving with the goods at the wonderful GBYC light house styled club house Betty Dietrich and Sharon Biskaborn with entourage assisted Suzanne in decking the tables with food for a timely start to dinner. Let it be known that Steve Dietrich manned 2 full barbeques and cooked all the meat after a long day out on the water participating in 7 races. Was it the smoke as a result of Steve's lightning

quick skills or the smoke from the meat that literally brought me to tears? I couldn't stand the smoke and had to get out of the kitchen.

As we arrived Friday night to set up we heard the reports of NW stiff breezes that had been occurring all week and that would probably occur on the weekend again. Arriving Friday evening waves were crashing over the main harbour pier and that was music to Brad Biskaborn who partook in the wild wind and waves in the evening, sharing some space on the lake with some kite boarders. Brad reported glancing over the back of his boat at one time not being able to see the shore for the trough of the waves he was in at the time. Brad found his way back in and credibly performed in the racing starting the next day.

The weekend dawned with ideal conditions setting up for strengthening thermal lake breezes during each day, despite the marine forecasts. Seven races were held on the Saturday with various courses being signaled by the race committee to suit the conditions. With the lake breezes building wave heights increased to at least a metre for some wild wave surfing and capsizes (I suffered the embarrassment myself). Competitors from London, Sarnia, Kincardine, Kitchener, and Toronto enjoyed the conditions. Even the old Dietrich brothers 470 team Steve and Grant of the 1970s went head to head in the races in a friendly brotherly sort of way. Sunday racing dawned under light conditions as on Saturday, but the lake breezes never quite materialized and as the clock wise shift in winds began to fizzle in the last race persistent shifts gradually moved back to the forecasts SE nearly calm winds just as the racing finished.

The course location brought the racing close to shore where all the power boat traffic by the afternoon also kicked up some chop. While there may have been good spectating from shore beach goers were probably not aware of what was going on.

The end results brought success for the Fanshawe sailors in the Open and the Masters categories with Brad Biskaborn



## A Fanshawe Rescue

submitted by Graham Forester

Many years ago when my kids were young I was sailing on Fanshawe lake with three youngsters aboard my 17' Siron, it was a dull day and there was only us and a homemade catamaran on the lake near the dam.

As I sailed by the catamaran with a man and his small boy aboard I notice that one hull was lower in the water, so I sailed nearer and asked if they needed any help. "No thanks we are fine" the man replied. I sailed away but looked back and noticed that the one hull was almost under the water, so I returned again and asked if they were O.K. This time the man said would I pick up his son, which we did, like a true captain the father stayed with his sinking ship.

So while we watched his boat slowly sinking into Fanshawe's dark depth, I asked the man if he would like a float to mark where his boat was going down, he thought that was a good idea and I passed him a bumper and rope. he managed to get that tied on to what remained afloat, and then we picked him up and we all watched as his boat disappeared beneath the water, just like a miniature Titanic.

We dropped him and his son off at the public launch, and true to his word he returned my bumper and rope, after getting a diver to find and recover his catamaran.

## The 2006 FYC CLUB CHAMPIONSHIP REGATTA AND CORN ROAST

### Yet another great club regatta and social event!!

The Club Championship Regatta is on Aug 26 & 27 followed by the Corn Roast. This event is for club members and their crews and families only. The Champion of Champions is decided by a race of the winning boat in each fleet entered in the regatta. Their finishes are timed and adjusted using the Portsmouth Rating for each type of boat to place all boats on an even standing so that the winner may be declared.

All club members and families are most welcomed to attend !

**Racing fees:**  
1 Double-handed \$20  
2 Single-handed \$15  
3 Learning to sail including "Sailing School Racers" \$10  
(Beginner Class and Silver Class)

### Sat. 26th

8:30-9:30 Registration  
9:30 Skippers Meeting in Chalet  
10:00 Warning gun first race  
Lunch 2 races to follow lunch

### Sunday 27th

9:45 4th and 5th races  
Lunch "Champion of Champions race to follow lunch"  
Awards, prizes, trophies to follow



**Corn Roast** following presentations( **please sign up** in the Club House prior to regatta if you can so we can 'crunch the numbers')



**Cost:** Corn/pop/hot dogs will be 50 cents per item

## Masonville Manor

submitted by Mike Morris

The folks at Masonville Manor Retirement home allowed us to place an open house sign on their property in May. I got a call from their activities person asking if we might be able to arrange a sailboat ride for their residents. I suggested the Open House weekend might be too busy but we would be glad to accommodate them in June. Somewhere around mid June their bus arrived on the club grounds about 10 AM. Several club members took the dozen or so old folks out for a sail. Close to noon the "sailors" were returned to the dock. The bus took them up the hill and to the chalet where they enjoyed a picnic lunch.

Again today about the same number came out for a sportier sail as the wind was up. Some of the first group returned while most of the folks were first timers. Once again they had lunch on our grounds before heading off home. In both instances the people seemed to enjoy the time under sail.

I'd like to thank the following members for making their boats available for this outing:  
Vice Commodore Paul Chessman, Ralph Smith, Brian Perry, and Graham Forester for taking the time to make something different happen in the lives of these older folks. Thanks guys!!



## Pelicans on Fanshawe Lake?

submitted by Mike Morris

A Pelican was spotted on the grounds of FYC. This was not the usual feathered kind but a home made San Francisco Bay 12 foot Pelican sailboat. It had been in storage for more than 12 years after its builder died. The wooden boat appeared to have been used but was never completed as there was no gear aboard to hoist and use the jib sail. The drain plug had been removed from the bottom. Rather than see it end up in the recycling yard or be burned at the corn roast I took possession of this homely little boat. In the Chris Craft crowd this boat is definitely folk art. Look for it to return next season hopefully renewed and sailable.



## Wayfarer Canadians

June 23—25, 2006 - By Rick Goldt

A record nine races were completed in the 2006 Canadian Wayfarer Nationals, held June 24-25 at Fanshawe YC (see photo below). The regatta was thoroughly enjoyed by 13 entries plus dozens of volunteers and guests. The weather co-operated, too: we got summery 25C sunshine all weekend long, and a most enjoyable variety of wind strengths and directions.

Retaining their rights to the Canadian Championship for another year were Uncle Al Schonborn and Marc Bennett of Toronto Sailing and Canoe Club.

Winds were unsettled for much of the weekend starting with light north easterlies on the Saturday in the morning. After dying breezes in the afternoon led to multiple postponements, a flicker of hope arose later in the afternoon with faint breezes starting late in the afternoon followed by the Lake Huron thermals that finally arrived from the northwest during one of the races. Saturday finished with 5 races completed.

A barbecue dinner was held after the racing with more than 50 sailors, helpers, and families participating. No one left hungry. Crews needed to get their energy back up as the Sunday racing would be equally as challenging as Saturday's.

Sunday's racing got off to an early start with good south easterly breezes. 4 races were completed by early afternoon.

Four Fanshawe crews participated with Jens and Sharon Biskaborn settling in at fourth place very close behind the 2<sup>nd</sup> and 3<sup>rd</sup> place finishers.

Lot's of help was available for the weekend. Rick and Jenna Goldt, Bobby Hampton, and Kevin Biskaborn were on the committee barge. Kevin Biskaborn decided during the regatta that he would write up a quick computer program to handles all the scoring. Already by Saturday evening every team had a copy of their own results. Kevin also prepared a special web page for the regatta. Thanks Kevin.

The High Performance Mark Set boat was manned by Brad

Biskaborn and Aaron Goldt. They were busy setting the course marks for the races which needed constant juggling. Thanks to the Grand Bend Yacht Club for lending highly visible marks for the courses. In the Rescue boat Steve and Jon Dietrich along with Ross Green were setting the start line looking for wayward boats. None could be found all weekend. We did notice one crew practicing their man-overboard drill although found it odd that they were practicing during a race.

What a lucky club is Fanshawe in having Mike Wareing to run the kitchen! Mike and daughter, Brooke Ellison-Wareing, served great breakfasts and lunches, and a super supper on Saturday night. Thanks, Brooke and Mike!!

Results can be found at the FYC Wayfarer Canadian website right at [www.fyc.on.ca](http://www.fyc.on.ca)

Lots of great photos: [http://www.wayfarerinternational.com/06CN\\_index.htm](http://www.wayfarerinternational.com/06CN_index.htm)

For detailed race reviews and photos, visit [WayfarerCanada.com](http://WayfarerCanada.com)



## Sand Bar Voyage

by Graham Forester

Dave Williamson and I took my boat Sand Bar to Akers Marina on Long Point Bay on the 11th of July, we had the mast up and launched by noon and set off in light winds and sunny weather, our plan to anchor at Gravelly bay, but with an East wind and too much tacking we did some trolling and anchored in the inner bay we had three bass for supper and just as we got the anchors out and settled down it started to rain.

Next day we awoke to rain and high winds, but at 10am we

pulled up anchors and sailed with only the main with one reef. It was still raining and with rough waves we cancelled our trip to Pt Dover, Dave said he really enjoyed the experience of sailing in the waves and wind!! we sailed for a few hours then headed back to Akers for the night, they have good facilities there..

We awoke to sun and light winds, so we set off for Pt Dover, with the jenny and full main, we were only doing 2.5Knts, so I cast my lure again and caught three more bass, then we had to start the motor because we had to be back at Akers

that night, it is about 10 Miles to Dover and we docked along side the pier and visited the marine store, then had a nice draft beer before boarding for the trip back to our marina. The next day we were up early and had the boat on the trailer for the journey home.



**Abbott's Boats** Many of us have made a trek out to Abbott's Boats at one time or another to dig through the mounds of ropes, fittings or other store goodies, to have repairs made or even to purchase our boats (e.g. our Wayfarer). On Aug 16, Bill Abbott was interviewed on CBC Radio and the cause of the fire remains undetermined. A reference was made to a website that is supporting the family and their business (see below) and on it was the following update of the situation.

Bill Abbott described the loss for the Olympic classes as being complete...for example, there were 9 different molds for production of one Soling which they have used for building since 1972 (hull, deck, rudder, interior fixtures and so on). They had two sets of molds but both were lost as both were in the same building for production of 2 new boats. The rights for the mold for the Yingling were purchased with the mold from Norway...these too were lost.

The marine store remains open and will be operated by the family but they remain undecided about what they will rebuild for boat production.

ABBOTT BOATS INC.

Abbott Boats Inc., a Sarnia, Ontario, Canada, boat builder, lost all its facilities, save for an office, in a series of blazes June 17. The first fire

started in the fiberglass shop that night, just 45 minutes after Abbott and Brad Boston had pulled out a new Ultimate 20 for Boston to sail at the U20 Nationals in Oregon. When that fire was put out Abbott said he and his brother Mathew thought they had enough left to "crank it up again." But later that night another fire destroyed the assembly shop, decimating the entire business that had been founded by his father Bill "Chief" Abbott. Although no determination of the cause of the fire had been made at press time, Abbott said the fire was caused by "outside forces. It wasn't caused by anything in the shop."

All of the molds for boats currently in production, including Yinglings, 420s, Ultimate 20s, Wayfarers, Martin 16s, Solings and more, were destroyed, as well as a number of boats in production and customers boats in for repairs. Also lost were raw materials including aluminum for mast building and mast dies. Resins and gelcoats were in an area that did not burn, he said.

"All of my Olympic stuff is 100 percent gone," Abbott said. "I found a couple of drill bits and a hammer. That's it."

Yet in the middle of the disaster, even as the wreckage was just beginning to be cleaned up,

Abbott said he found hope in the outpouring of support shown by the sailing community. Members of the local yacht club took turns acting as night watchmen at the site, which could not be left unattended. The Ultimate 20 class has offered to get new molds to Abbott as soon as he is ready for them. Others have started a Friends of Abbott fund.

"The show of support is what is keeping us going right now," Abbott said. "It's just amazing. How do you pay this back? The incredible depth of support and help that has been freely given... it won't be forgotten."

The help is not only appreciated, but needed, he said. "How many family boat builders do you know who are properly insured? Anything we do now has to be started from scratch."

Abbott said he hopes to rebuild the business, but is unsure when that may happen." I have been a boatbuilder my whole life and I'm not dead yet," he said. "Sailboat racing prepares you for a lot of things in life. If you can understand what goes on the race course, you're able to go on in life too. But this, this is tough." Donations to benefit Abbott Boats Inc. can be made through the Web site [www.friendsofabott.org](http://www.friendsofabott.org). - Erin L. Schanen (printed with permission from Sailing Magazine)

### "Up the Canal without a Mast"

submitted by John & Hillary Burgess

After 15 years of going north for the club summer cruise, it was suggested by Mike Morris that we should go east. Mike has been going east for many years cruising in the Thousand Islands with the Trailer Sailors Assn. From one of his friends in that group, he had heard how nice the Rideau Canal was; so a cruise was planned. Mike also learned that June was the best month to go before school was out and the canal and locks were really busy. On June 17<sup>th</sup> four boats and their crews left London and Ingersoll leaving masts and sails at home, the Macks Doug Shirley and Jim, Nico and Alice Jukema, Mike Morris and us, John and Hilary. The 500kms drive was uneventful and we arrived at our launching destination

by mid afternoon, a sleepy little village Seeley's Bay north east of Kingston. The ramp was ok and the floating docks were fine, a good area to leave cars and trailers no charge and a reasonable overnight docking fee. We launched, docked and relaxed.

For those who have seen or travelled the canals of the UK, or the continent it's hard to think of the stretch of the Rideau we travelled as a canal. More a series of beautiful lakes joined by locks. The locks bypass the rapids and falls as the lakes drop towards the St. Lawrence. Mike had the bad luck of being the only person with charts so he became our trusted leader and off we set. The countryside we motored through was lovely rolling hills Maple and Oak forests, the water clear with lots

of weed and water lilies when shallow.

Soon we were approaching our first lock or locks, Jones Falls three 15ft. locks then across a basin to another 15 footer 60 feet in all. In at the deep end one might say. At the entrance to the locks there is a wall painted blue where you tie up and wait to be called to enter the lock by the lock keeper. The gates opened a couple of small power boats came out and it was our turn to enter together with a large houseboat. The locks are quite intimidating, especially going upstream, like a huge shoebox 90ft long 28ft wide 17ft sidewalls all wet and slippery. About every 8ft along the wall a cable comes from the top of the sidewall and disappears into the water. The lock keeper directs you to your position and two crew



members take a line around a cable one at the bow one at the stern, they have to hold the boat in position while the water rises in the lock. Sounds easy and it was when you get the hang of it.

I had given Hilary a short piece of line, about 3ft. and she went up to the bow pulpit. I stayed in the cockpit, in we went and up to the wall. Hilary got her line round the cable and I reached out and got my line around my cable. The CS22 is not a square boat, it has a lot of beam and a long pointy bow, with the bumpers on it's even fatter in the middle. As I pulled the stern in close to the wall the bow moved away from the wall. Hilary held on to her short line trying to keep the bow to the wall. The gap got wider and wider until she reached the point of no return, holding on valiantly to her rope she lost her balance and did a forward somersault with pike dive into the clear but turbulent waters of the lock. The expression on her face was one of total surprise as she popped up to the surface surrounded by shoes and hat. Nico and Alice's boat was ahead of ours and she was able to swim to it and climb onto their ladder. With Nico's help pulling her she was safely aboard. The lock keeper had dropped a large red life ring into the lock he missed her, thank goodness or she would have gone down for a second time.

Jones Lock is a popular tourist spot so we had a good gallery to witness our performance. The lock keeper told Hilary she was the first to fall in this year but she certainly would not be the last. At the next lock she sat on the deck with her feet braced against the toenail with a long rope tied off on the boat and all went well for the next 22 locks of the cruise. The locks on the Rideau are quite lovely, built with huge stone blocks and the gates are of great timbers, surrounded by lawns and flower beds with excellent washroom facilities. The lock keeper and staff were friendly and helpful, they don't get many sailboats and certainly no trimarans. Most nights

were spent moored at the locks, villages and small towns have grown around them. Newbold was one such village at lock 39. A couple of holiday lodges, a tiny main street, a huge department store -Kingsmills and LLBean rolled into one. Kilbourne's of Newbold is quite famous in Ottawa. We lost the female crew persons in there. It was such a surprise to find such a store in a village no bigger than Thorndale.

We made a side trip up the Tay canal to Perth. A couple of low bridges in the town meant that we all had to pile onto Open Air for the last mile of canal; this took us right into the centre of the town and what a pretty town it is. The same Scottish stonemasons who built the locks must have built Perth. Our weather was really good just one morning when it rained and luckily we were near a small town of Westport. Again lots of nice shops and restaurants to spend a happy couple of hours browsing around. After Westport our most excellent navigator Mike found Colonel By Island, an island owned by Parks Canada. The island was given to the people of Canada by Danny Arnstein. Arnstein had built a wonderful home here in the style of Frank Lloyd Wright, a holiday retreat for the rich and famous - David Niven, Paul Anka, Fanny Brice, and Ross Green. It was easy to imagine the beautiful house alive with the thwack of tennis balls on the adjoining court and people soaking up the beauty of the surroundings. Sadly the house was boarded up and we just got to use the loo's. John managed to catch a couple of nice bass off the docks. There are 336ft of available docking space and we shared it with one other boat. Smith Falls was the final stop before retracing our cruise again and here we were able to sail into the middle of town. Lots to see, them that have sweet teeth set off for the Hershey factory for a tour. Them on a diet visited the Rideau Canal Museum. Our

overnight mooring was not very scenic just a short walk to the Wal-Mart. A chance to stock up for the return trip.

Now we were going downstream. You motor into a full lock and descend, we found this to be much easier. The weather remained great sailing weather and much of the water we crossed great sailing water but we only saw two sailboats sailing and a big cat and a Hobie 14. Maybe the dinghy's come out when the cottagers arrive. The lakes were lined with hundreds of very beautiful cottages lots of Ottawa money (our money).

We visited the village of Portland on the return trip and celebrated Shirley's birthday) no matter when we cruise we always end up celebrating a Mackenzie birthday. We also celebrated both Nico and Alice's birthdays.

Back to Seeley's Bay without mishap we pulled the boats out Saturday morning. It was the opening of the bass season. They started to launch at 5.00am, so we were rudely awakened by noisy outboards and smelly fumes and we had to wait for dozens of fishing boats to launch before we could get underway.

This was a very good cruise despite the fact we had no sails. Lovely weather and great company and because we were able to get off the boats we were able to spend time together eating our suppers at picnic tables or in the little villages. I think the ladies with us enjoyed this.

Apart from the two very low bridges going in to Perth we only went under two other bridges on the cruise. A boat with an easily lowered rig would have great sailing.





## An Australian Report On The Volvo Ocean Boats

The author of this report is Larry Bauwens, a past member from FYC in the 70's and 80's sailing in the 470, Laser and 505 fleets along with his wife Barb. Currently, they reside in Lilydale, Australia. The first paragraph refers to the Commonwealth games where Larry and Barb's son, Simon, participated in the opening ceremonies as a roller blader with 'rockets'.

I had referred in an email to Larry to the recent cyclone named (appropriately) 'Larry' as being close to Larry...I stand corrected by miles...and...miles....and...

Finally, Larry discusses his opportunity to actually see and touch the wonderful yachts that were sailing in the Volvo Ocean Boat Races. Seems we need to entice some of the active yachters to move to London and FYC.

Good Morning

Yes going to the opening ceremony (Commonwealth Games) was very good indeed. We should have a DVD of it shortly as one of the guys I work with recorded it & was going to reformat it for me. Yes they had a backpack full of fireworks that went off as they skated or in different formations. There was 48 of them on stage.

Amazing they could see to skate. Crowd size was a bit over 80,000.

Yes - Had my very own cyclone - not anywhere near Sydney. Up near to the Great Barrier Reef. A bit like Halifax is near Toronto.

Round the World boats.

Melbourne must easily be the sporting capital of the universe. In summer Cricket is the major sport & Aussie Rules football is the major winter sport here in Victoria. We just had had the Australian Open tennis, the cricket was on & the roll out & publicity for the Commonwealth Games in March 2006 were all taking up the sporting headlines. The Round the world boats really was not well promoted. Very little coverage in the media.

Sydney really is the sailing capital. But I did see that there was 200 sailing clubs in the state of Victoria alone

Barb & I went down to "Docklands" to see the Volvo 70 boats the day before they left on the Southern Ocean leg via Wellington New Zealand to the Horn & onto Rio. A beautiful sunny Melbourne day. Docklands is a newly renovated area where there were old warehouses & now houses designer apartments a stones throw from the city centre. Melbourne is about the same size as Toronto.

The boats were all moored dockside & you could walk up right beside

them all. There were no tours or displays by any of the teams. Not even Volvo the major sponsor had any major presence. The boats were certainly impressive, so wide in the beam, huge spinnaker poles & twin dagger boards. They did have sailing demos in small dinghy's. We took lots of photos & then went to look at the static displays. Only one sailboat was on display - the local Taser dealer had a boat there. He was surrounded by motor boats. Not even T-shirts on sale.

The other static display was truly Melbourne. WINE TASTING. For \$25 you got a bag of goodies including a wine glass. This you then take to approx. 30 different tents & drink yourself silly. We live on the edge of the Yarra Valley which is 40km east of the city centre. It is a very big wine area. We must easily have 40 wineries in the Valley.

We had been in Auckland New Zealand in 1986 - I think - when the round the world boats came there. You could tour the boats, it was really well covered on all the media. A real party atmosphere. There were approx. 25,000 people in boats on the harbor when they left & up to 250,000 on shore on the slopes surrounding the harbour

Regards

Roving reporter.— Larry Bauwens







Simon, Larry & Barb's son participating in the opening ceremonies of the Commonwealth Games



The Larry Cyclone—referred to in this report



 <p><b>Polar Fleece Vest</b> 100 % Polyester polar fleece, full zipped front with stand up collar Size: S—XXL (navy or red)</p>	<p align="center"><b>FYC—Store</b></p>	<p><b>Men's Golf Shirt</b> solid pique body with textured stripe</p>  <p>Size: S—XXL (white with navy/red trim)</p>
<p><b>Short Sleeve T-Shirt</b> 100% cotton preshrunk jersey with double stitched sleeve and waist hems Size: Adult S—XXL Youth Size: S—L</p> 		<p><b>Brushed Cotton Cap</b> tri-coloured cap, structured low-profile, pre-curved peak, fabric strap with buckle. One Size (navy/red/)</p> 
<p align="center">wear <b>Fanshawe Yacht Club</b> Fashionable wear on the dock, in town, or sailing.. By doing this you are informing people about our club in London Ontario</p>		
<p align="center">To order...call <b>Lori Chesman</b> <b>659-4633</b> Positive Identity Sportswear</p>		

'Please keep in mind, when purchasing orders Lori needs to process 12 items to fill an order not including hats.'

### A Call for Sailing Photos and Videos:

We are planning to compile a DVD or two of sailing photos that can be viewed at this year's banquet. Anyone who would like to contribute any photos...please deliver them to the Goldt family members or email them to [www.rgoldt0228@rogers.com](mailto:www.rgoldt0228@rogers.com). Videos would be more than welcome too! Depending on the numbers we receive, we may not be able to use every photo but will select a good variety. Time to display your creative talents! Especially useful will be photos where members can be identified (we have albums filled with little white triangles on the horizon!) or creative shots of our grounds. Thanks! (Suzanne Goldt)

### Around the Club

submitted by Otto Biskaborn

If hindsight is coupled with foresight, serious mishap was prevented by using safety chains on a vehicle pulling a trailer with boat up the ramp when the hitch disconnected, therefore preventing a dangerous descent of an uncontrolled load on wheels; forget the pain... use the chain!

### Pleasure Craft Courtesy Checks for Transport Canada

Brian Perry has offered to the membership that he will do the Pleasure Craft Courtesy Check FREE OF CHARGE. By having this done, you may avoid an expensive ticket if stopped on the water. During the courtesy check, which is offered free of charge, an examiner will board your vessel and review with you the safety equipment required by law. The examiner will also inspect the other equipment you have and identify any deficiencies. (From Transportation Canada's website). If you would like a Courtesy Check call Brian Perry—519-660-4174 . Please schedule a time with him.

### Classified

**For Sale** - 20' Davidson sailboat with trailer. Includes sails, jib and accessories. 4 hp mercury motor. \$2,200  
Call Michelle or Bill 672-4064.

**For Sale** One floating wooden dock located on the FYC shoreline near the flat trailer storage area (best price).  
Contact: Debbi Jackson 657-0844.

**For Sale:** Venture 21 (1971) –Cuddy Cabin sleeps 4 with single-axle trailer. Swing Keel - 12" draft with keel up. New anti-fouling paint – ready for launch. New marine battery, electrical panel and bulkhead. New tires, winch and jack. Dry weight 1500 lbs. Jib, genoa and main sails. 6 HP Mercury Outboard with Elastomeric Motor Mount. Trailer bearings replaced on trailer. Life jacket, hand bilge pump, life line, flares, fenders. \$4000 – call Gord at 438-0777

