



FANSHAWE YACHT CLUB

DOCKSIDE SCUTTLEBUTT

Introducing *Fanshawe Yacht Club Sailing School*

Director **Peter Wilkins**

Submitted by Suzanne Goldt

October 2006
Volume 06 Issue

I have never known Peter Wilkins not to be in a formal position of Fanshawe Yacht Club.....

Peter has been quietly active in the club for many years with a deep involvement in its organization. Prior to Ralph Smith, Peter was editor of the Scuttlebutt for many years. He acted as Membership Chair as well for many years through the rapid growth and gentle decline of the club. At times when the constitution required updating, Peter sat on the working Committee. His involvement with the Sailing School began at its inception and he has supported the school program through its growing pains. A s w o r k needed to be done (work parties and such) over the years, Peter joined the happy working camaraderie of the members.

Currently, Peter is once again on the Sailing School Board acting as Director in his second term ...sohas been present through the training of a number of young sailors from their White Sail Level 1 to Bronze Sail. This year, he added a Silver Level which requires active participation of the school members in a series of out-of-town regattas and youth events. The adult program has grown this year as well with an additional course added in Sept. because of demand. The School has been labour intensive over the past years with maintaining and growing the fleet of boats to meet the needs of the program, building a sailing school building, developing the relationship between club and school, the daily requirements of the school from



instruction to bussing, hiring staff, paper pushing and finances, trouble shooting...and Peter has been active in organizing and/or execution of these tasks. Whenever I have asked if he wished to say a word in the Scuttlebutt, he has always managed the time to write, keeping our membership informed of the developing sailors. This certainly brings them into the fold.

Sometimes, in the pauses, he actually manages to enjoy the main reason we all gather together on the green shores of Fanshawe Lake...sailing in our challenging breezes!

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**Next Issue: Contributions
Deadline is December 4th 2006,**

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Editor's Notes

This is the time of year when the work parties are in full swing and the Regattas and Races are over. Our boats are on their way for their time in storage, and we begin most of the years business. As they say 'after the play comes the work' Or is it 'after the work comes the play?' Well either way we've had our time of pleasure and must begin the business of the Club.

Our treasurer has asked for all receipts for the 2006 season be handed in, in order for him to tally up what was spent and to help project the budget for

2007 season. Please be prompt to like to thank the contributors. This send these to Perry Meunier. is what keeps it filled! Thank You! Myself included!

A reminder again to place event that, I am looking forward to your order early for the items is the Banquet. It sounds to me this available from the FYC Store. will be a wonderful evening, from Contact Lori Chesman early to be what I am hearing through the able to have orders for Christmas. Grapevine. The menu is very Christmas will be here before we appealing and we're all in for a all know, and the orders take time wonderful evening! Be sure to get for the quantity needed to order. your tickets from either Betty

The Scuttlebutt is continuing Dietrich, Sharon Biskaborn, to be filled with gems shared by all Suzanne Goldt or our Vice our members. You'll notice we Commodore Paul Chesman. have expanded to 12 pages for this I am hoping to see you there! issue, with still more waiting on the From the back burner to be published. Keep Crow's Nest the items coming, we love to share — Alice with our members. I also would



!!!!!!!!!!!!!!!!!!!!An Important Note from Our Treasurer!!!!!!!!!!!!!!!!!!!!

Our Treasurer, Perry Meunier, has a request that if there is any unfinished business re finance and the FYC for the 2006 season (such as bills to be submitted for payment , monies to be banked, budget requests and details to be settled, etc.) , please complete it by: **November 11, 2006. Perry will need these to prepare the budget for the upcoming year.**

—Thanks for your hasty attention to this matter—Suzanne

FYC 2006—Events Corner

Our sailing season is coming to an end this weekend along with

- The racing program
- The sailing school program
- The Wednesday races

Please do not pack up your boat on work party days! It can interfere with work that is being done

- Oct 14** First fall work party
- Oct 15** Park Closes
- Oct 21** Second fall work party
(access through north park gates on Fanshawe Park Rd)
- Oct 30** Race Committee Meeting, UTRCA boardroom, 7 PM ***Anyone interested in racing is welcome
- Nov 8** First Winter Wednesday Night Out at Kings Buffet 1389 Dundas E 6 P M
- Nov 11** All business with the club treasurer needs to be completed for 2006 and in preparation for the 2007 budget
- Nov 17** The fantastic FYC Banquet, 6PM/7PM Four Seasons Restaurant (Hyde Park Rd at Fanshawe Park Rd)
- Nov 30** **FYC & Sailing School Budget Meeting**
(General Meeting) HMCS Prevost Meeting Room, 19 Becher St , 7PM
- Dec** No Winter Wednesday Night Out
- Jan 10** Winter Wednesday Night Out, at King's Buffet 1389 Dundas E 6PM
- Jan 25** **Annual General Meeting,**
HMCS Prevost Meeting Room, 19 Becher St , 7PM

- Feb 14** Winter Wednesday Night Out, King's Buffet 1389 Dundas E 6PM
- Feb 22** FYC General Meeting, HMCS Prevost Meeting Room, 19 Becher St , 7PM
- Mar 14** Winter Wednesday Night Out, King's Buffet 1389 Dundas E 6PM
- Mar 23** FYC General Meeting, HMCS Prevost Meeting Room, 19 Becher St , 7PM
- Apr 11** Winter Wednesday Night Out, King's Buffet 1389 Dundas E 6PM
- Apr 20** FYC General Meeting, HMCS Prevost Meeting Room, 19 Becher St , 7PM
- First Monday of each month** Executive Meetings



Commodore's Corner

"About our "Dragon Boat Members"

This year, Fanshawe Yacht Club has hosted three "group members" – organizations that have joined FYC as corporate members, and have brought their individual members into the Club as a single unit to use FYC facilities. The three are Community Living London, Easter Seals Woodeden Camp, and our newest group, Wonderland Dragon Boat Club. At the April general meeting, FYC members offered as a trial measure to host the Dragon Boaters for this year and provide them a place to moor their boat. In return, the Wonderland Dragon Boat Club agreed to become a corporate member of FYC, and the individual members of WDB agreed to pay FYC the \$40 they

were paying to the Canoe Club for use of its facilities.

One or two members have asked me to explain "how come the Dragon Boat crew pay just \$40 to use our FYC club facilities, while FYC crew pay \$140 for their membership?"

The answer is that the Dragon Boaters are group members – the Wonderland Dragon Boat Club itself has become a "corporate member" of FYC. WDB has paid the full membership fee and initiation fee, has one vote at any FYC general meeting, and has been issued one FYC key for their whole group. Through their club, individual Dragon Boaters have paid their share of the FYC corporate membership, plus an additional \$40 to use the FYC facilities for the season. Since they are group members, though, their use of FYC facilities is somewhat

restricted – with just one key, they all have to come in and go out from the club grounds together. In contrast, individual FYC members all have their own keys and have the freedom to come in and out of the club grounds as they please.

The FYC executive set up this arrangement with the Dragon Boaters this spring as an experiment, with the proviso that we should review the arrangement at the end of the year. I'm sure all FYC members feel as I do that having WDB as fellow members of our club this year has been a great success on both sides, so when this matter comes up for review at the General Meeting in November, I urge that we all vote to continue the arrangement with the Wonderland Dragon Boat Club.

John Bryant
Commodore, FYC.



Notice of Race Committee Meeting Monday Oct 30, 2006 UTRCA Boardroom; 7PM

A meeting for all those interested in being involved in the FYC racing program will be held. Agenda will include a review of the 2006 sailing season and planning the 2007 racing program. All members interested in racing and/or organization of regattas are welcome to attend.

Fall Work Parties

First work Party - Saturday October 14, 9:00 AM
Second work Party - Saturday October 21, 9:00 AM
Work Parties will take place rain or shine.

For the second work party, entry to the Park will be through the North gate at the extreme east end of Fanshawe Park Road. For the day, the gate will be opened with an FYC club key.

Coffee and doughnuts at 9 AM and lunch at mid-day will be provided for both work parties.

Vice-Commodore Paul Chesman has already set up a number of teams to address our major tasks, but he's still looking for a good turnout of volunteers to handle the many tasks that have to be done to close up the Club. Leaf rakes and large old tarpaulins to carry leaves are always needed to help clear up the grounds. If you have either of these items, please bring them with you to the club for the day. Many hands make light work - so come out to help and enjoy the good fellowship that is always a part of these annual events.

Please remember our club rule - No members are to work on their own boats during the Work Parties!

'Wednesday Night Out': submitted by Mike Morris

The Ultimate in Winter Socials

Spring has sprung, fall has fell and its time to post the "Wednesday Night Out" dates for the coming off season. As shown in the "FYC Events Calendar" the first night out will be November 8. These are gatherings of any member who wants to get out of the house and enjoy a good meal and the fellowship of sailing friends. **Kings Buffet on Dundas east** have put us in a section of the restaurant almost to ourselves and we will continue to rendezvous there at around 6 PM. The group has included as many as 38 FYC members. Come on out join your friends, keep in touch over the coming cold season.



Dragon Boats

Hello Sailors and Dragon Boaters,

Well, it's hard to believe the first paddling season for the Wonderland Dragon Boat Club

"Waves of Fury" team has come to an end. We have had a very successful first season, winning a gold medal in the Iron Division Championship race in the Waterloo Festival and a bronze medal in the "C" division championship race at the London Festival. Although we did not have a medal finish at Stratford it was still a great festival that saw improved times in all 3 of our races during the day.

On behalf of the Dragon Boat club and the "Waves of Fury" team, I'd like to extend a very big thank you to the Yacht Club members that have helped us during our first season. We have met some terrific people that have been very supportive and we are appreciative of all that has been done for us. Back in January we weren't sure where we would be paddling and docking our boat but everyone has welcomed us and given us a lot of support. It's been a great summer and we have enjoyed being able to share the Yacht Club facilities. We look forward to being back on the water next Spring.

New paddlers are always welcome!!

Now that our paddling season is over we have our Dragon Boat Ball to focus on.

This is a fundraising evening planned on Saturday October 21st at the Hellenic Centre on Southdale Road. The evening starts at 5:30 pm with cocktails and a reception, Chinese Dancers at 6:30 and a buffet dinner at 7:00. We have lots of door prizes and there will be a silent auction as well. A portion of the evenings proceeds are going to be donated to the Rowbust Breast Cancer Survivor's Team.

Tickets are available by contacting Dave and Maureen at 850-0500.

Please visit us at www.wdbci.com for information about the club and the upcoming dance, as well as some dragon boat pictures from our first season.

Happy sailing and paddling to all,
Brenda Pentland

Wonderland Dragon Boat Club President

49th Annual Yacht Club Banquet

Our annual banquet is fast approaching and we invite all members and family and/or friends to attend to celebrate our 2006 sailing season. Here are the particulars: **Last Date for Ticket Sales Nov. 10, 2006**

Date: Friday, November 17, 2006,

come and fraternize with fellow members at 6PM with dinner at 7 PM

Location: Four Season's Restaurant

corner of Hyde Park Rd. and Fanshawe Park Rd

Menu: Greek salad , roasted turkey, fresh carrots and leeks in a butter/garlic sauce, mashed potato, rice pilaf,

Dessert: "ekmeic" - (a delicious Greek pastry), tea/coffee.

For those who have not been there, the food is delicious with generous servings and made with all fresh ingredients prepared on the premises.

Beverages: a bartender will be available offering beer, wine, shots for \$3.99 ea and mixed drinks for \$4.50

Price: \$27.50 per person, Tickets will be available from Betty Dietrich , Sharon Biskaborn, Suzanne Goldt, and Paul Chessman .

Following the Dinner: a program reviewing our 2006 sailing season with the executive (with mostly true tales!). We then have a dance floor and music available and invite you to bring your own favourite CD's to trot to if you wish. There will be a presentation of members' sailing photos (with no narration). If you wish to add some photos of your own...please email (rgoldt0228@rogers.com) or call Suzanne Goldt...we would be delighted to use as many as we can. And we can't forget, door prizes and quizzes.

The evening will be an excellent means to bring the newer and long term members together for a great time! Hope to see all those faces...new and familiar there.

If you wish to reserve a table for a group (fleet, family, friends) up to 8 people, please call any of us prior to the ticket deadline and the seating will be arranged.

Around The Club

Following are a few items of interest from around our busy club:

1. **Must be nice to buy not just one boat but a fleet!** Brad and Kevin Biskaborn have purchased shiny new Lasers with all the trimmings (mmmm thinking of the thanksgiving dinner just eaten) . Our current club racing rules define a fleet as 2 boats of the same type.

They are now set to attend out-of-town regattas as well as those at home.

2. **An Osprey** was seen near the dam at the lake. These are very large, magnificent raptors on their way through during migration.

3. **"Forget the Pain, Use the chain"** Don't forget to use a safety line or chain to secure your boat motor to the transom so that it doesn't come to a final resting place on the bottom of the deep blue (or green) sea! This is the second notice passed on by Otto about secure lines...the last was securing the trailer to the boat during launching. The extra few minutes ARE worth the trouble.

4. **Dock markings...**Along the main dock you can see newly painted white edges on sections of the dock with an explanation. These are there to keep areas available for the barge (used as a Race Committee Boat or for repairs), rescue boats, the ramp area to allow people room to move boats in and out of the water and around the ladder on the dock where the dories are stored for use of boats on moorings and emergencies. Please keep these in mind when tying up to the dock. Thanks to Mark Anderson for his painting technique!

5. **Check the display cases for NEW Hardware!** Our newest members, the dragon boaters, are already collecting hardware from their successes at rowing regattas. Way to go!



North Channel Cruise 2006:

- Submitted by Mike Morris

Bob Hendry is indeed a fisherman!

On the 21st of July 6 boats from the FYC cruising fleet headed north for our annual 8 day cruise in the waters of the North Channel of Georgian Bay. This year we were to be joined by 3 of my friends from the Thousand Islands cruise group. These 3 boats motored over land 500 miles to meet up with us in Killarney where all boats launched. After the trucks and trailers were parked we headed over to covered Portage for the night.

Next day it was sails up and off to Heywood Islands. This was a pleasant sail of about 15 miles. The Trailer/Sailor Association was to come into the bay on Heywood for the night as well. This group started out with over 50 boats a week earlier but due to storms the main group was down to less than 30 boats. About an hour after we were all snug on anchor the winds came up and blew straight onto the beach where we were. In no time the boats were dancing in 3 foot waves. It was thought it might be better to move and seek protection from the wind and waves and all but 2 boats up anchor and ducked into a side cove out of the weather. In the midst of this move in came the T/S a crowd looking like an invasion. In the protection of the cove we got to visit with the other boats and settled in for a quiet night. The MacKenzie group got to visit with 2 other Trimaran families and actually get a tour of their bigger boats.

Next day it was off to Little Current and then on to Sturgeon Cove. One can not go thru Little Current without stopping along the town dock for a meal and ice cream cone ...it's a tradition you know. All made it into Sturgeon Cove without mishap and another peaceful night. Every year I have been attending these cruises Bob Hendry and the MacKenzie clan

have been demonstrating how to go thru the motions of fishing with out catching any thing. Evening casting and trawling produced no fish. After breakfast it was off to McTavish Island for lunch and then on to the Benjamin Islands for the night. The back side of McTavish has a well protected bay providing an ideal place to drop anchor for lunch and a swim. The water in the Channel as clear and warm, very pleasant indeed. Roger Davis from Pennsylvania was sailing aboard a Hunter 23 with his two 11 year old grand daughters. The girls spent most of the time in the water while we were at anchor and occasionally were seen over the side when the wind was light and temperature high. McTavish Island bay was no exception. After lunch the sails went up again and we headed over to the Benjamin Islands and their famous pink granite rocks. The whole North Channel is wilderness and because there are no water side roads there are next to no cottages and few other boats. We arrived safe and sound, dropped anchor and had supper. A trip ashore for all sailors and crew and a walk up the rocks to get a look out over the water. This was a busy anchorage with many boats but the FYC cruisers with their shallow draft can always get in closer to shore than the big boys. Next day it was time to head back east and pass thru Little Current with the stop for lunch and the mandatory ice cream. All but Tri-Oomph and Less Stress II pulled out under overcast skies. We motored out into the channel heading south. Within an hour the skies opened with rain by the bucket and high winds. Soon we were lumping along at about 3 knots in rather bumpy water. There was some radio conversation of ducking in behind an island to get out of the storm. This was the exact same area a few years ago

the group got hit by a similar storm and my 'Rose' broke an upper shroud. As I was more or less out front I decided it was safer to stay out in mid channel where there was lots of water and nothing to run into. Surprise when out of the rain appeared a dive boat. We made our way by them and continued south.

A large (48 foot Swan) sailboat had been anchored in the cove at the Benjamins the night before and had followed us out on its way to Little Current. He passed us very slowly up wind barely in sight. As he no doubt had all the latest navigational gear on board and needed much more depth than we did I decided it would be wise to fall in behind him. The skies began to clear and the rain eased but the wind was still strong and waves high. We motored south until the big boat was off our port side and then fell in behind him again. Some of the sailors raised sail and off we went for L/C. Because of the storm the town docks were all but full. Bob Hendry found a spot and I was able to sneak in behind him. Roger Davis tied to the wall with Mark Metel rafted outside him. Bob Borden, Carroll Seibert and Hans Schaffner rafted together off another spot along the wall. All 7 boats were safe and snug for the night. When the worst of the storm hit Tri-Oomph and Less Stress II took cover on Croker Island and remained there for the rest of the day and that night. We would all get together next day. After showers, dinner ashore and the much needed ice cream cone the gang sat on the dock and enjoyed the constant parade of boats coming and going thru Little Current. After the battle with the storm sleep came easy. In the morning I got in touch with a local radio land station that was able to relay a message to the other 2 boats and we learned they were indeed on their way into town. The 7 boats in Little Current decided to head out to Dreamers



Rock for lunch where we would await the others.

Bob Hendry ate lunch then proceeded to show us that he did indeed know how to catch fish. Dreamers Rock is part of an Indian reservation. There were signs the natives had had a Pow Wow as a Teepee and another shelter were still in place. Bob reported the natives were farther up the cut and building a big log building. Soon Tri-Oomph showed up but Less Stress II stayed out in the bay and waited for us all to come out and continue on to Horse Shoe Bay. At this point Hans and Paul headed back to Killarney.

That evening 8 of us were together in the company of only a couple other boats one being a big trimaran. After a quiet night we awoke to absolutely mirror flat water and bright skies. At 9:30AM the group up anchored and motored back down Fraser Bay on our way to Snug Harbour our final night on the water. We putzed along hoping for wind but none was coming. After a couple of hours there was a stir on the water

and the sought after wind began to fill in. By 1PM the wind was up and the FYC cruisers were scooting along. Someone made the move to go outside into more open water rather than head into Lansdowne Channel. Great move!

This was the best sailing for About Time of the whole trip. It was all over too soon as we cut between the islands and made our way into Snug. This well protected bay is over 27 meters deep!!!. Only along the shore did we have enough anchor line to get a hold on the bottom. This day proved to be the best possible way to end our 2006 cruise. In the morning we still had a short run to get back into Killarney to pull the boats and head home. Less Stress II and Tri-Oomph decided to stay 1 more day. All others managed to get loaded up before the rains came. We stopped in Parry Sound for lunch said good bye to our American sailors then headed home. During our time away 3 sailors celebrated their birthdays, ---Jim & Doug MacKenzie and Bob Borden from

Wellsboro Pa., Bob Hendry donated one of his fish for Bob's birthday dinner. Another great FYC north cruise has come and gone. Own a cabin boat? Coming Next year? (Mike of About Time)

FYC Cruisers present in 2006

Tri-Oomph - Doug, Shirley, Jim MacKenzie and Carleen Hone,

Elsie II - Fisherman Bob Hendry, **Less Stress II** - Nico and Alice Jukema

Mark & Frank - Mark Metel and father-in-law Frank

Temptation - Hans Schaffner and son Paul

About Time - Mike Morris

From the USA

Tabber J - Bob Borden (Captain Hook) and grandson Jay Smith.

Sandpiper - Ann and Carroll Seibert

Cyrlium - Roger Davis and grand daughters Bridgette & Brittany

PS This was the first time for my American friends to be in this area of Canada's wilderness. They all said they really enjoyed their time with the FYC gang and are hoping to do it again.

Photo's Courtesy of:

Mike Metel & Alice Jukema



CORK 2006

(Canadian Olympic Regatta Kingston)

by Brad Biskaborn

If I had to sum up my first CORK experience in one word, it would be AMAZING!!!! This year's regatta was a 5-day event and was held from Saturday August 19th to Wednesday August 23rd at Portsmouth Olympic Harbour, in Kingston. As a top International Laser Event, it attracted 84 sailors from countries all around the world: Canada, United States, Barbados, New Zealand, Great Britain, and Dominican Republic; to list a few. With such talent and skill to compete against, I knew from the start that I was in for an eye opener.

The event is divided into 2 days of qualifying and 3 days of championship racing. After the qualifying round, the fleet was split into two groups, Gold and Silver. The top group moves into the Gold Division, while the remaining sailors go into the Silver Division.

During registration, each laser sailor is randomly given one of four coloured ribbons, (White, Blue, Red and Green) which they have to fly from top of their mast during the qualifying series. For each qualifying start, two colours face off against one another (for example – Race 1: White vs. Red and Green vs. Blue). The colours that race against each other change after every qualifying race. Once all qualifying races are completed, the top 50%, including ties, advance to the Gold Fleet.

CORK is known for big winds... and it did not disappoint. Everyday, when the sun was shining, a Southwest wind of 30-40 km was the norm, producing decent size waves (several stories high if you are comparing to the size of Fanshawe's waves).

For qualifying, I was in the White fleet and had some good finishes despite the tough,

Nautical Terms Brain Teaser—answers found on page 9

What are the following Nautical Terms?

Bullwanger, Bumboat, Bonnet, Garboard, George

competitive surroundings. Starting was key, along with getting the first wind shift correct, in large fleet racing. After a hard two days of qualifying and big winds, I made the top half and qualified for the Gold Fleet.

I ended up getting 8th out of 21 lasers in the White fleet during qualifiers. Making the Gold fleet and doing as well as I could were my goals going into the regatta. But now the competition really heats up, as everyone in the Gold is there for a reason (because they're good!!!!).

The sun was shining on Monday morning, the first day of championship racing. As I walked to my boat, I could tell it was going to be a workout because the wind was howling, and now I was racing against Gold Fleet competitors. Turns out it wasn't very windy that day. Just kidding, it only BLEW 60 KM. I can definitely say I went to sleep that night!!!! I did ok, with a couple of mid-fleet finishes and a couple near the back!!!

Tuesday's racing was about the same, although not nearly as windy. It started off light and shifty and then increased to 30-40 km for the last two races. I had a couple of mid-fleet finishes again and one race that was looking really good. I went to the left side of the course. When I tacked onto port, I was in great

shape as I could pretty much see most of fleet below me. Then of course a big shift had to happen, and I ended up reaching back down to the mark and back into a huge cluster of lasers. That's sailing for you.

Wednesday was the only day with light winds, and in fact we didn't even get a race completed. We did start one race, and got through over half the course and I was loving it!!!! That was until the race committee decided the winds were too light to continue and chose to abandon the race when the wind went below 10 km. I wasn't the happiest of the laser sailors out there, because I was in the lead group of six lasers and the rest of the pack was relatively out of striking distance.

CORK was a lot of fun and an incredible experience. I learned lots of new stuff and things I need to improve on. You sure realize the areas you need to work on to get better, especially when you race against such high caliber sailors. In the end, I finished 34th out of 84. I was pleased with the result, considering it was my first time racing in CORK. I can't wait until it comes around again next year – I'm looking forward to improving my results even more!!!

Hopefully we'll have a whole group of guys going down next year to represent the FYC laser fleet at CORK!!!!!!!

*Our perception and attitude
toward any situation will
determine the outcome*



2006 FYC CLUB CHAMPIONSHIP REGATTA

by Jens Biskaborn

On Saturday Aug 26, and Sunday Aug 27, FYC had its annual bragging rights regatta. A total of 22 boats were entered, including some that were crewed by Sailing school students and instructors.

On Saturday, the winds were from the east and south east at 20-25 kms. We managed to get in 3 races. It was a great day for sailing, with not too much sunshine, especially given that on the preceding Thursday, the weather forecast for Saturday was up to 40 mm of rain.

Sunday, the wind never really got going, max 5 kms from the west. After a short postponement, 1 race was held. With only 4 races held, a number of ties resulted, meaning that the tie breaking system had to be used.

The Race-Of-Champions race was canceled, and the race committee decided to award the race-of-champion's trophy to the boat with the most number of 1st places. This did not please

everyone, as we really want to sort out the winners on the water, especially in my house. I had 4 firsts in the Wayfarer class, so I was given the champs trophy, but I took a lot of abuse from some Laser sailors (I think their family names were Biskaborn) .

I would like to thank the people who volunteered their time to help run this regatta. Josie Scarlet and Nina Meyers ran the races. Sharon Biskaborn did the registration, and Bob Kennedy was the race committee chairman. Rescue boats were manned by Brian Perry and Ralph Smith.

After the racing was completed, came the hotdog and corn roast, with lots of people helping husk corn. Oh, You can probably guess what showed up around 4 o'clock, WIND. Well, that's sailing.

Now, for the rest of the story. Brad Biskaborn did some behind the scenes lobbying, and got all the people who would have sailed in the Race-of-Champions to sail the race the following Wednesday evening. Mat Quinn who won the Laser2 class sailed

the R-O-C race by himself, as he could not round up a crew. He was doing alright, until he tried to take down the spinnaker. He tipped over, and was awarded 5.8, 5.8, 6.0, & 6.0 for style. The two 6.0's were awarded by the 2 German judges. Hans Schaffner also sailed single-handed his Tanzer 22, but found all the tacking required to get to the windward marks too trying, and settled into cruise mode.

The real race was between the Laser, sailed by Brad Biskaborn, and the Wayfarer, sailed by me, Jens Biskaborn, with family bragging rights on the line. I had everything under control for about 75% of the race, until I took the win as a sure thing, and did not cover his tacks with mine. Well, he got one of those shifts made in heaven, and it was all over. (Till next year). So, the 2006 Champion-of-Champions for FYC is Brad Biskaborn.

(Note: Be sure to check out Racing Results on www.fyc.on.ca for the official, non-biased, Laser report on the regatta and the Champions Race)

Our Dragon Boat Racers in Stratford



Below shows us paddling to the finish in the centre lane, and to the left we have finished a race and are paddling to the dock.



Masters Sailing

by Rick Goldt

This year I ventured back into racing a Laser but at a higher level, by higher age level that is. Back in the mid 70's I joined the Laser generation (you know Pepsi and the one before the sailboard generation), sailing competitively for a few years before diving into the exhilarating 505 class. The 70's were quite the time at Fanshawe with 50 boats on the racks and over 20 Lasers at club races regularly. Racing was competitive at and away from the club. The hoard of Fanshawe sailors were always well represented out of town. Now many of the same sailors are still in the Laser, come back to it, or are finding the ever popular Laser a good way to stay slightly fit. The comeback has been occurring for a few years now. One might say it is the baby boomers fueling this new zest for racing however old we may be. So Masters sailing in Lasers is where it's at these days with handicap (we call it penalty) scoring permitted depending on how old you are. There are of course the 'wanabe' Masters who we call Apprentices. They're only in the 35-45 age range. From there on up it's the Masters category at

45-55, Grand Master: 55-65, and Great Grand Master: 65+. When all these age groups get together in a race the younger groups must give up a one position penalty to the next age group up and so on. Therefore the Apprentice must give up 3 positions every race to the Great Grand Master.

In August 2006 FYC together with the Grand Bend Yacht held a Laser Masters and Open Regatta on Lake Huron with separate prizes for each age category. A few weeks later Ian Mitchell and I from the club traveled to Ottawa for the Ottawa Valley Masters at Lac Deschenes Sailing Club which is just outside of Ottawa and a bit further upstream on the Ottawa River from the Britannia and Nepean Clubs. 40 Masters sailors came out for the 3rd year of this regatta, including a few women who sailed the Laser Radial. Prizes were handed out in each age category and overall. A former Olympian cleaned up of course and a few of the Great Grand Masters availed themselves very well. After all they'd been sailing 20 years longer than most others. Winds were strong one day then light with showers the second day, conditions experienced sailors love to suffer by. On the Saturday the club held a great barbecue and

discussions around the day's sailing were mildly exciting, only because the elderly sailing crowd was getting a little tired.

The next weekend I traveled to the Canadian Masters Regatta on Lake Ontario out of the Port Credit Yacht Club. The Labour Day weekend regatta saw 35 Masters at the start. Canadians, Americans, and one Brit sailor attended. The advancing winds of the tropical storm that passed our way in early September saw an easterly swell buildup and waves up to 6 feet from about 20 kts of wind result in some exhilarating downwind surfing. Upwind occasional rogue waves broke right over the boat and we often were catapulted down the back of a wave slamming the boat down into the oncoming one. On the 2nd of the 3 regatta days the storm intensified and sailing on Lake Ontario became a little precarious resulting in canceling of racing for that day. By the 3rd day of course the wind dropped substantially and racing was cut short due to the dying winds.

A great time was had at these regattas. They were competitive, but much more relaxed as compared to the olden days. Next year, maybe the mid-winters in Florida with the Snowbirds.



Answers to Nautical Terms Brain Teaser—answers to quiz on page 7

Bullwanger—A strop on a yard to which a sail may be lashed

Bumboat—A small flat-bottomed boat used by local traders to sell to crews lying off shore.

Bonnet—A piece fastened to the foot of a sail to gather extra wind.

Garboard—The whole length of planking on each side next to keel.

George—The groove in the sheave of a block.



Pumpkin Regatta 2006

Results September 30 & October 1, 2006
And The View From a (Brand New) Laser
Deck by Kevin Biskaborn.

Upon popular request, here's my take on the Pumpkin Regatta 2006: Whoa, was that Saturday COLD or what! It makes me shiver just thinking about it. I can't recall a regatta when I actually had to ask someone to push me back on my boat after the lunch break, because I was too cold to do so - or want to - one or the other. The temperature for the day never broke 12°C, but on the other hand, the rain did (12mm+). I mean, if the fact that your teeth chattered more than your sail in irons didn't let you know that it was freezing, than having a Grand-Master Laser sailor (Jens Biskaborn) tell you he can't remember a more miserable day for sailing, would. Oh wait - that might be a bad parallel - he might just be too old to remember (I'm in trouble now)! OK, sorry for the improper introduction, but those are the first words that come to mind when I think about the 2006 Pumpkin and I just had to get it out of the way. So anyways, we had a decent turn out for the Laser fleet with 12 boats; seven of which were from FYC, with two sailors, Jake Prapavessis and Mark Perquin, racing lasers in their first regatta. Of course the usual oldies were there: Rick Goldt, Jens Biskaborn, Frank Harmgardt, and Steve Carroll. "Oldies" is just a politically correct word for "very experienced". (Sorry to disappoint the reading audience, but the only appearance the Hound (Steve Dietrich) made at this regatta was in this report - I know our ratings are "dropping"). And then there were the usual "young guys":

Oliver Darroch, Jon Dietrich, myself, and of course, Brad Biskaborn. There were some other fleets at this year's Pumpkin: Wayfarer, Y-Flyer, Laser II, Open. but none larger or more important than the Laser fleet. Just kidding. But I know you really just want to hear about the Lasers anyway. (Al Schönborn's wayfarer perspective can be viewed here).

The winds on Saturday gusted a maximum of 30km/h, while the majority of the time it was slightly less. We managed to endure four races and I think the only reason we stopped was because the race committee was frozen solid and couldn't blow the start whistle. After four races, Brad Biskaborn held first place with four bullets, followed by Steve Carroll with all seconds except for one, interrupted only by the "one-day-wonder" Jens Biskaborn, who took one second, and two thirds. Oliver Darroch would have been in fourth had his upper mast section not snapped during the fourth race, resulting in a



DNF and a relaxing motor boat tow back to the main dock. I think that makes two Laser masts that have snapped at Fanshawe this season, right Brad? You have to remember to let that boom vang off every once in a while....Especially if you have a brand new boat. Brad and I were lucky enough to be sailing new Lasers bought only a few weeks earlier after getting a great

deal from Pride Marine in Kingston. Our old boats, or at least Brad's boat and my Dad's old yellow bullet (the famous 61007) were both sold to members within FYC. I count about 17 Lasers at our club now and growing. At any given Laser racing days or nights that we organize we get more Lasers just from within our club than an entire fleet at some of the FYC regattas that I can recall two and three years ago. The Laser fleet is where it's at! Now back to the racing, after that short Laser fleet commercial. So Saturday we all went home soaked and cold, with the equally wet sailing stuff just thrown in the car. At least, that's how it was for Brad, Jon Dietrich and I. My Dad and Frank Harmgardt managed to leave the club half an hour before us and they made their exit known in the parking lot. When your cold, don't expect sympathy from someone who's warm. Of course when we get home, the old guys are sitting at

kitchen table looking all nice and comfortable sipping hot chocolate. No sign of the geritol though. Leave it to the Masters to get warm and dry first. Then the evening rolled in along with Steve Carroll and the six laser sailors in the house all gathered around a 19 inch LCD computer monitor to

watch Brad's Australian DVD which wouldn't play on a standard DVD player. Go figure. So we watched as Olympic sailor Michael Blackburn crossed the Bass Strait from Tasmania to Australia downwind in a Laser. Inspiring no doubt, but somewhat irrelevant preparation for Sunday's sailing on Fanshawe; at least, that's what I thought. Cont' next page





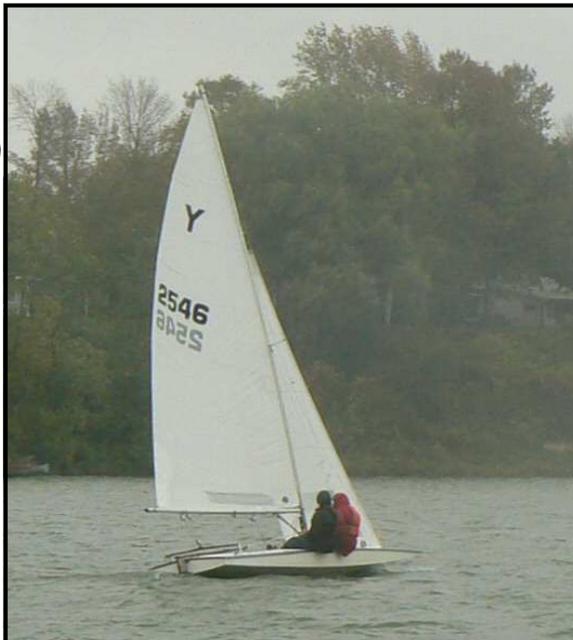
Then Sunday came around along with a tropical heat wave and a temperature of 17°C. Wow, time to break out the sunglasses! We had three more races in the rather enjoyable weather. The first race had relatively light winds, allowing for a shuffle in the results, as well as time for on the water communication between sailors. Friendly of course; especially when the sailor behind you is waving at you through his sail window, saying that he's "coming for you". I can't believe I actually let Brad catch up right at finish line but it's what any nice brother would have done. And filling the role of the Laser "talker" was Jens Biskaborn, who proclaimed to the fleet that he was "feeling fast". Must've been that

geritol. The wind really picked up for the second and third race, creating a couple survival downwind legs. Unfortunately those hot chocolate drinking Masters had some trouble surviving and were ultimately voted off the upright position. Along with the swimming, they also had some trouble with mainsheet knots. What can I say? All in a good downwind leg at Fanshawe. As to be expected, as the winds picked up, the usual names were at the top: Brad Biskaborn, Steve Carroll, and Rick Goldt. Sorry Dad, but you were one of the hot chocolate guys. Jon Dietrich also had a great last race beating me for fourth just before the line. In the end, Brad Biskaborn maintained his Pumpkin

championship with five firsts out of seven races. In second was Steve Carroll followed by Rick Goldt and Oliver Darroch, who managed to find a new mast section and sail for the second day. In fifth was Jens Biskaborn, only one point ahead of me. What a heart breaker. And Jon Dietrich was only two points behind me. Alright, I'm getting complaints that this is too long from family members who want to read this. So I'll stop here. The Pumpkin Regatta 2006 was definitely a first on several levels for me (the weather, the boat... except for the results) and it was a great time, as it always is in the Laser fleet. Thanks to all the volunteers who helped with the race committee and the safety boats, despite the weather. I know that all the sailors who participated appreciated your contribution to making the regatta successful. So until 2007, that's what I saw from the deck of my Laser.



Pumpkin Regatta
Jim MacKenzie
&
Carleen Hone



Pumpkin Regatta 2006 Volunteers:

Regatta Chair: Bob Kennedy
Race Committee: Scott Town, Hans Schaffner, Marc Lacoursiere
Registration: Sharon Biskaborn, Jamie Pentland
Rescue Boats: Mike Morris, Jamie Pentland, Ed Tait, John Bryant, Brian Perry
Kitchen Help: Josie Renes, Betty Macdougall, Jamie Pentland, Sally Galsworthy, Brenda Pentland
Scoring: Ed Tait



 <p>Polar Fleece Vest 100 % Polyester polar fleece, full zipped front with stand up collar Size: S—XXL (navy or red)</p>	<h2>FYC—Store</h2>		<p>Men's Golf Shirt solid pique body with textured stripe</p>  <p>Size: S—XXL (white with navy/red trim)</p>
<p>Short Sleeve T-Shirt 100% cotton preshrunk jersey with double stitched sleeve and waist hems Size: Adult S—XXL Youth Size: S—L</p> 	 <p>Brushed Cotton Cap tri-coloured cap, structured low-profile, pre-curved peak, fabric strap with buckle. One Size (navy/red/)</p>	 <p>1/4 Zip Sweatshirt 50/50 cotton/poly with zipper pull and self collar Size: S—XXL (white, navy athletic grey)</p>	
<p>Fanshawe Yacht Club Fashionable wear on the dock, in town, or sailing. <i>Shop Early to be assured of receiving your items</i></p> <p>To order...call Lori Chesman 659-4633 Positive Identity Sportswear</p>			

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

*To the members of the Fanshawe Yacht Club
On behalf of the staff and campers of the Woodedden Easter Seals Camp, we would like to extend our gratitude for your patience, hospitality and assistance with our sailing program in its second year. Our trips to the lake were greatly enjoyed by staff and campers alike, providing many with their first sailing experience. Thank you for always being so welcoming and friendly and for always offering to help us out. This was especially appreciated on days with bad weather. Take care this year, we hope to see you all next summer!*

*Tom Danielle and Jess
(the sailing programmers)
Jennifer
(Diver)*



Important Safety Message for Cruisers!

by Ralph Smith

Last night at the Power Squad Bridge meet, a past Commander, a guy with a big 40+ Trojan or Carver or whatever had an interesting tale. He about lives on his gas guzzling house on water during the summer and does keep watch for boaters that are showing signs of distress. He recounted how he and his wife recently aided a U.S. sailor who had sailed onto a rock in the North Channel near Killarney where you people like to go. The U.S. guy was so grateful that he sent the Squadron a cheque for \$100.00 USD as a donation which was converted by the bank today to \$110.03. Nice of him to do that and the Bridge elected to have the rescuer decide which not for profit organization we should send the gift.

However, the reason for this note is that our guy lamented the fact that first, many boater pass by people in trouble either not paying any attention to them or not caring. In addition, he said, many cruisers both sail and power, on reaching an anchorage, turn off their VHF radio, thus shutting themselves off from weather reports and more importantly, Mayday calls. He and his wife have responded to such calls in their dinghy in the dead of night. He suggests that the VHF should be left on as the info could serve you well in addition to someone in distress. Sounded like good advice

Classified
Wanted: Outboard engine for Venture 24. Five to ten horsepower would do fine. Must have forward, reverse and neutral - electric start or provision for such would be an added bonus. Please call Mike at 519-870-20