



FANSHAWE YACHT CLUB

DOCKSIDE SCUTTLEBUTT

Meet "Sailor Mike" (or **Mike Morris** in life outside FYC) - a corner stone of FYC - submitted by Suzanne Goldt

February 2008
Volume 08
Issue 1

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to any of our interested sailors at FYC. He provides information about upcoming cruises (that club members are welcome to join) for inclusion in the newsletter. His cruising background includes the 1000 Islands (St. Lawrence River), East Lake Ontario, Georgian Bay, the North Channel, the Inter Coastal Waterway (W coast of Florida) and Cayuga Lake (in the finger lakes of NY). If you choose to cruise, Mike is a wealth of information on preparing for a cruise, organizing your boat and sailing solo. He also has a library of sailing books that he is pleased to loan to club members – just ask.

Winter Wed nights would be a lot bluer if not for the Winter Wednesday Night Dinners that Mike arranges for interested members. They have from a dozen to three dozen people in attendance at this social evening - a great time for new members to meet the well-established members and non-sailing family members to meet the sailors.

For a number of years, Mike has occupied the position of Dock Marshall and Public Relations Chair for FYC. In the latter position, he has successfully promoted the club in local news media in The Free Press, The Londoner, and other smaller news publications as well as on local radio and TV (Rogers). He places signage for the Open House around the city and is constantly looking for ways to be sure our name is in the community.

In 2002, Mike was lauded as Member of the Year. Whenever a task or project needs to be done, Mike is there to offer his time. This is an excerpt from The fall 2007 issue of the Rowbust teams newsletter "Thanks to Mike Morris for taking good care to repair our dragonboat." Thanks Mike !!!



Mike is most definitely one of the foundation members of the club with his unending volunteering in the club and as a major advocate of our club.

Currently, Mike is the owner builder of "About Time", a customized Luger Hi Bred sailboat. But he has owned 13 sailboats ranging from three 8' Sailfish to his current 26' Luger. His racing history included crewing on the Great Lakes in a C&C 28 and a Whitney Austin 41 for 5 years as well as racing in many of the boats he has owned. On Wed afternoons and evenings, Mike is unfailingly found competing in the informal club races and he races the club regattas.

Cruising has also been a major part of his sailing. Mike is a member of the Trailer Sailor Assoc. and enthusiastically provides information about the association

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**Next Issue: Contributions
Deadline March 31, 2008**





Editor's Notes

Another year of sailing and preparing the year is ahead of us.

While working on this issue, thoughts flashed by from 2007 the year has quickly gone by for some of us. Last year we took sometime out to remember Otto Biskaborn. It hardly seems a year ago already. For others too, this has been a year of family members who have left us. For others health has changed and sailing has become challenging. Hopefully we can all encourage and invite some of our members to come sailing with us. This past year has also brought other times when we invited the Public to come for the afternoon to experience with us the joy of sailing and an afternoon of taking Seniors out for a pleasant trip around Fanshawe Lake.

Preparations are well underway for the Work Parties planned in the Spring and Fall—our Executive has been busy and it is great to see the

Positions for Secretary and and are stabilizing the club by Treasurer capably filled. It repeating some of their positions from appears to be a strong team the past year. None the less John working together for our benefit. Bryant seems to hold a muti task A few positions that need to be position over the past few years and filled as well, Racing Committee again will be Past Commodore for Chair, Communications Chair, 2008.

Parking Area Marshall, all The Scuttlebutt is filled with lot's of volunteer positions. A paid interesting information—thanks to position for Club Steward is open Suzanne Goldt for providing such an as well for the 2008 season. Please abundance. For the members who let Commodore Chesman or Vice receive the paper copy, pages 10—13 Commodore Anderson know if will be missing due to our quota for 10 you would be able to fill the pages and our budget. The remainder vacancies. can be found on the website as there is

A BIG Welcome to Jack Blocker no limit to the posting there. At who has kindly taken on the long anytime we appreciate you forwarding vacant position of Secretary, as photographs to share in the Scuttlebutt, well as Wayne Henderson who has this seems to be appreciate by all. already taken charge of the Club Keep them coming..... along with any finances. The Executive appears article that you believe others will also to have become a strong unit who enjoy or benefit from reading. On the have well planned agendas and are website we are limitless for working hard to make our club a posting pages at place that many of us will be no extra cost to From the enjoying in 2008. None the less the Membership Crows Nest we need to applaud these men who or the Club. - Alice have so diligently done their job



FYC 2008 –Events Corner

Executive meetings

First Monday of each Month

General meetings

Third Thursday of selected months



Feb 21	FYC General Meeting 7 PM, HMCS Prevost, 19 Becher St.
Mar 1	Membership applications are due late fees apply after this date
Mar 20	FYC General Meeting 7 PM, HMCS Prevost, 19 Becher St.
Apr 12	Spring work party #1
Apr 19	Spring work party #2
Apr 24	FYC General Meeting 7 PM, HMCS Prevost, 19 Becher St.
Apr 26	Spring work party #3 Moorings
May 10	Regatta/Race Management Workshop
May 19	Commodore's Reception and Sail Past
May 24	Open House
May31/Jun 1	Commodore's Cup Regatta
June 28/29	FYC – Grand Bend YC Laser Regatta Held in Grand Bend, hosted by FYC Laser sailors
Aug 23/24	Club Championship Regatta
Oct 4/5	Pumpkin Regatta
TBA	FYC and Sailing School Regatta
May 7- Oct 15	Informal Wednesday afternoon and evening races

Winter Wednesday Dinner Out !! (Sailors Must dine too!!)

Please join FYC members for an informal meal on the second Wednesday of each winter month. Dinner will be held at

Smitty's Family Restaurant Feb13,

Mar 12, Apr 9
591 Wellington Rd South
(south of Commissioners Rd)

Dragonboat Events

Wonderland Club

Practices are likely going to be held most tuesdays, thursdays and saturdays through the season for the Waves of Fury team. —>

TBA 2008 Racing Schedule



Rowbust Club

Practices - every Tuesdays & Thursdays 7:00 - 8:00pm., Saturdays 7:30 – 8:30am.

TBA 2008 Racing Schedule



FYC Annual General Meeting Jan 24 2008 - S Goldt

The Annual General Meeting took place at the Prevost and we certainly saw the familiar faces of our most active volunteers. Hope to see more of our members at the February General Meeting. Some highlights from reports of the Executive included:

-**Thanks** to all the members who volunteered over 2007 to ensure all tasks - social events, racing programs, projects, maintenance and so on - were successfully completed.

- A suggestion that the club could provide a **community service** by offering sailboat rides on Saturdays to children from the Memorial Boys and Girls Club if members are willing to offer their time and boats. If you are interested, contact Paul Chesman.

- The **Treasurer**, Wayne Henderson, reported that the club and sailing school are in very good standing at end of 2007. The books are currently being audited and the completely audited statements will be formally presented at the March General Meeting. Some discussion on how the status as a non profit

organization followed and there would be no reason for this status to change with a bottom line profit because of the potential cost of capital replacements at some point (e.g. main dock replacement)

- The **Sailing School Manager**, Peter Wilkins, reported on a very successful season. The school ended with a budget surplus which will be used in part for the purchase of two sailing prams for younger sailors.

-The Fleet Captain, Rick Goldt, reminded members that there will be **3 work parties** in the spring and fall. The additional spring work party will be to complete replacement of moorings and dock repairs. The additional fall work party will occur after the sailing school courses are complete to close down the school (prior to the club work parties)

-The **Membership Chair**, Nina Myers, reported that there were 114 members in 2007, 2 more full time members than in 2006. She noted that 24 members left the club in 2007 but that past members rejoined - a surprisingly high turn-over. The dragonboat teams are included as 2 corporate members so the numbers of individuals rowing are not included in the 114 count.

-The Club welcomes Jack Blocker as

our **new FYC Secretary**. If you contact the club or sailing school through the FYC website, Jack will be the recipient and will forward requests and comments as asked (to club or sailing school Executives).

-The **2008 Open House** (May 24 weekend) was discussed and volunteers will be needed to run the event as Rosemary and Carlene will be stepping down. Some discussion ensued about how the event will unfold in 2008 - look for further information to come.

-Some changes are upcoming to organization of the **club's racing program**. There have been no offers to fill the positions of Rear Commodore or Racing Committee Chair. The intention is to form a Committee to organize the year's racing events. (More information in this Scuttlebutt issue.)

-Thanks was given to **John Bryant** for his amazingly long involvement on the Executive as Secretary and Flag Officer including Commodore for two years.

-**The 2008 Executive was introduced** and the customary passing of the sailing tie to the new Commodore was done by Paul Chesman as he slipped it around his own neck (significant???)

2008 Executive



L-R— **Jack Blocker** - Secretary, **John Bryant** - Past Commodore, **Wayne Henderson** - Treasurer, **Mark Anderson** - Vice Commodore, **Paul Chesman** - Commodore, **Rick Goldt** - Fleet Captain, **Peter Wilkins** - Sailing School Director



2008 Executive and Contributing Positions

At the AGM on Jan 24, the 2008 slate of officers was introduced and is as follows. There are also some comments following about available positions and an upcoming change for all members to consider.

Commodore	Paul Chesman
Vice Commodore	Mark Anderson
Rear Commodore	
Secretary	Jack Blocker
Past Commodore	John Bryant
Fleet Captain	Rick Goldt
Treasurer	Wayne Henderson
Sailing School Director	Peter Wilkins
Nominating Committee Chair	John Bryant
Racing Committee Chair	
Membership Chair	Nina Myers
Public Relations Chair	Mike Morris
Communications Committee	Alice Jukema, Sue Goldt
FYC Scuttlebutt Editor	Alice Jukema, Sue Goldt
Harbour Master	Rob Perquin
Dock Marshall	Mike Morris
Parking Area Marshall	
Boat Master	Szymon Kornobis
Safety Officer	Ross Green
Club Steward	
Sportswear Coordinator	Lori Chesman
Web Site Coordinator	Kevin Biskaborn

Parking Area Marshall

If you are interested in the volunteer position of Parking Area Marshall, please contact **Rick Goldt, Fleet Captain**. This person helps to delegate parking spots in the trailer- sailor area as well as to maintain order of the parking areas of the club.

Rear Commodore and Racing Committee Chair- *new plan!!!!*

This year, the Executive are trying a new approach to the club racing in order to try to secure a group of individuals that are interested in being involved in the racing program at the club. Rather than filling these two positions, the hope is to set up a committee of individuals that will organize and run the Club Regattas. This will ensure that the regattas are well organized before the season begins! There is also interest in renewing the June Bug Regatta as well, because, as an invitational regatta, it does bring other sailors to our club.

In the spring, Rick Goldt will organize and run a **Symposium on Racing** which will train interested members in all aspects of running the regattas. What better way to spend a summer's day than running and watching races and hanging out with fellow sailors!!! You can be involved in any aspect that you may enjoy.

The committee will eventually be comprised of volunteers to act as race committee, to run rescue boats, to manage race registration, to organize food if meals are included, to publicize the regatta and so on.

Watch for an upcoming announcement of the Symposium and join the crew to learn the basics of regatta organization and see if it is something you would like to be involved in.

Paid Job Opportunity - 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
- 6 hours per week for specified **fall** months.

Valid drivers license and daily use of own vehicle.

Club Steward Daily Duties:

- cleaning of the Main Chalet & washrooms.
- transport of garbage to the UTRCA dump



- Cleaning of grounds
- Arranging and supervising of grass cutting with the UTRCA
- Moving of Trailer Sailor Boats for grass cutting (minimum 5 times per summer).
- Procuring sufficient supply of fuel, reporting deficiency to Board Liaison.
- Trimming bushes & trees, watering flowers
- Purchasing and replenishing supplies and general small repairs as required.
- Cleaning up after Regatta's and Social events on weekends.



To Apply Contact:
Commodore Paul Chesman
Vice Commodore Mark Anderson





2008 Membership News – time to renew

The 2008 membership application forms have been mailed with the **deadline of March 1. After this date, late charges will be applied. If you are going to be away, you can arrange a post-dated check for March 1st.** If you have any problems or concerns, please contact the Membership Chair, Nina Myers.

Take a little time with the form as **changes were made this year** – for instance – there will be additional spring and fall work parties. The spring extra is to finish some large tasks such as replacing moorings. The fall extra covers the closure of the Sailing School in Sept when all classes are completed. As well, children are added (see family membership definitions).

Volunteering is basic to FYC!!! To keep costs low and to operate as a non-profit organization, we need members to help to keep the club tangibles (buildings, grounds docks) maintained and repaired and the intangibles (finance, organization events) running smoothly for all of our enjoyment. I have found working on club projects most enjoyable with a good sense of teamwork and camaraderie over the years (plus exceptional food at work parties!!)

We Still Socialize in Winter – Our Winter Wednesday Dinners!!

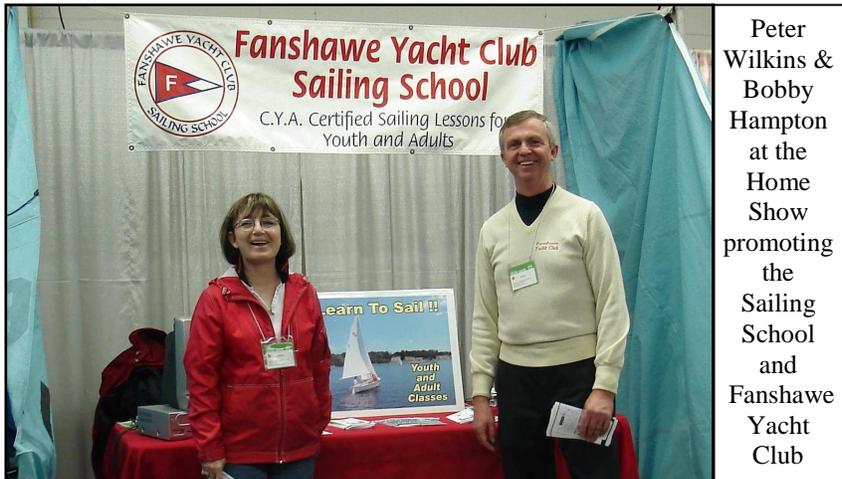
Even sailors need to eat so avoid the kitchen one night a month and have dinner together!

The dinners are at **Smitty's Family Restaurant, 591 Wellington Rd S** (between Commissioners & Southdale) (Lamplighter Inn)

Here are the dates:

Feb 13, Mar 12, Apr 6 at 6PM. Usually 2 dozen people are there.

In Sailor Mike's own words, "Its the first place where you are waited on." (soup/salad bar is self served



Peter Wilkins & Bobby Hampton at the Home Show promoting the Sailing School and Fanshawe Yacht Club

News from the Sailing School Boathouse



- Peter Wilkins

Here we sit in the depths of winter, just waiting for the snow to go away and let us get back to the lake! At least the days are getting longer and there is some heat in those sunrays when we see them.

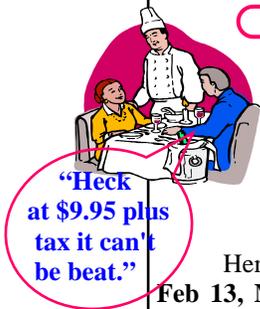
At the AGM in January, we presented a report of the 2007 activity from the sailing school perspective. Many of the points had been noted in previous Scuttlebutt issues but it was good to assemble them all into one document - we had a busy year. We won't repeat the report here, but we do want to repeat the part of the report where we thanked the many people who helped us get through the year:

- to Bobby Hampton for organizing the publicity and standing with me at the Home Show and the Club Open House
- to Jens Biskaborn, Mark Anderson, Paul Chesman and Roy Elworthy for their support at the Home Show
- to Steve Dietrich and Brian Perry for sitting with us on the "monitoring committee"
- to Peter Norris and Andrew Dittmer, our two senior instructors, who continued way beyond their employment to keep things running before, during and since the summer season
- to our race team parents, whom I cannot name completely, for their

help with transportation, accommodation and chaperoning the sailors at regattas - to the "too many to name" work party helpers who were there to lug it all out and put it all back To all these folks; a great big **THANK YOU** from the sailing school!!

Right after the AGM, it was time for another stand at the LHBA Lifestyle Home Show and we were there all weekend. The show gets bigger and more diversified each year and it is great to be part of it. Our Club hosted a booth again in the Adventure Expo portion and we spoke to a lot of people about learning to sail, getting back into sailing, getting their kids into sailing or moving their boat in to town to sail at Fanshawe. Once again we had lots of help with the booth duties and we must thank Bobby and Jens again for standing in each day for almost the whole show, and thanks also to Rick Goldt, Sharon Biskaborn and Paul Chesman for helping out with some much-needed relief time. It would have been a long weekend without them!

Now the attention turns to preparations for the next season as we look forward to warmer times and sailing weather. The pertinent items are going in to the "Webmaster" over the next few days and we should have the whole story online very soon. I can still take specific questions by email or phone and I will be pleased to talk sailing to anyone.





News from the Rowbust

Dragonboaters - Lynne Aylsworth

Although the outside temperature today is -12, the members of Rowbust are already eagerly preparing for our '08 paddling season. One of the highlights of this season will be attending the all Breast Cancer Survivor festival in Halifax in July. We are also planning to compete in five other festivals including the London festival.

In December, we once again supported the Big Sisters organization in purchasing Grocery store vouchers for needy families. On January 10, we held an information night for prospective new members. We have a number of former members returning this year and 3-4 prospective "newbies".

Our annual general meeting was held at the St. Thomas Golf and Country Club on January 19. Serving on the board this year will be - Linda Kuska, Maureen Huggins, Bonnie Anger, and Sonya Kramberger. Jim Waite (husband of Rowbust member Sue and Canadian National Men's Curling Coach), spoke to us of his experiences as coach at the 2006 Turin Olympics. Everyone enjoyed his animated stories and pictures tremendously. He also shared his vision of the components necessary to produce a winning team. Four of our members (Bonnie, Maureen, Therese, and Millie) who attended a festival in Australia in September

entertained us with stories of their trip.

We begin our training session at the Athletic Club on January 31. We will have one aerobics class and one pool practice each week until we are able to hit the water at Fanshawe.

This year Rowbust is welcoming a new coach. Cheryl McLachlin from Belmont will be our coach. Cheryl has paddled with the Canadian Women's National Dragon Boat Team in Toronto. We value her experience and are excited to have her with us.

The following is an excerpt from the Fall2007 Issue of the Rowbust Dragonboat Racing Team's Newsletter. We sure are glad they and the Wonderland team have joined us too!

"It was a year that we found a new family at **The Fanshawe Yacht Club**. What a great family, they made us feel welcome from the very start. The training on Fanshawe Lake was wonderful and running up and down those stairs didn't hurt any either! Rowbust hosted a beautiful Breast Cancer Survivor Dinner for 140 Breast Cancer Survivors and family members after the London Festival at the Fanshawe Yacht Club Chalet. The Chalet was transformed into a beautiful sea of Pink! We discovered that we have some talented singers and performers on our team.

The Wonderland Dragon Boat Club has been a constant source of support, friendship and information this year. What a great group of men and women!"

Would they permit this on Fanshawe??

- R Smith



Make a good Committee Boat too!

I was going to build the Gazebo on the edge of my dock down by the lake but I thought.... I might just as well build the deck with floats on it and I can then take it out fishing too? Has 15,000# capacity. The deck is 18ft x 18ft with 12 plastic foam filled dock floats that are 4ft x 4ft by 18 inches high and the Gazebo is 10 ft. Hexagon with a table and chairs.

Inside, under the table is my trolling motor so I can take it out to my favourite fishing hole. The trolling motor is remote controlled wireless so I can be fishing outside and operate the motor. On the top of the table I have a Lowerance Fish-Finder with depth sounding sonars and temp gauge. I have 2 electric winches with 40# anchors. I have also built in a water pump so I can clean the fish right on the spot. Now I can relax and fish while my wife can sit and relax.

IN OUR WORLD THERE ARE PEOPLE WHO FISH

Rowbust Team 'doing their Paddle'



Attitude is a little thing that makes a big difference

- Winston Churchill



Fanshawe Conservation Area—2008 Fees
2008 Season: Friday, April 25 to Sunday, October 19

ADMISSION FEES

	Daily	Season (April 25 - October 19)
Motor Vehicles	\$5.00/adult, \$2.50/child (12 and under), to a maximum of \$10.00/vehicle	\$70.00 (Vehicle Pass Sticker)
Pedestrians	\$5.00 adult	\$45.00 adult
	\$2.50 child (12 and under)	\$10.00 child
Cyclists	\$5.00 adult	\$45.00
	\$2.50 child (12 and under)	
Motorboats & Sailboats	\$7.50 + vehicle admission	\$70.00 + Vehicle Pass Sticker
Buses (includes vans with 10+ people)	\$60.00	

CAMPING FEES - Daily/Weekly/Monthly

Reservation Fee	\$10.00
Cancellation Fee	\$7.00
Daily with electricity	\$30.00 (15 amp) \$33.00 (30 amp)
Daily without electricity	\$26.00
Weekly with electricity (7 nights)	\$196.00 (15 amp) \$217.00 (30 amp)
Weekly without electricity (7 nights)	\$168.00
Monthly with electricity	\$575.00 (15 amp) \$600.00 (30 amp)
Monthly without electricity	\$425.00
Additional Vehicle Pass	\$5.00/day

*Rainbow to windward,
 foul fall the day;
 Rainbow to leeward,
 rain runs away*



CAMPING FEES - Seasonal (April 25—October 19)

30 amp, regular site	\$1700.00
30 amp, waterfront (Pittock only)	\$1850.00
30 amp premium (Fanshawe only)	\$2315.00
15 amp	\$1625.00
non-electric regular site	\$1230.00
non-electric waterfront (Fanshawe only)	\$1285.00

One free Vehicle Pass Sticker included with all seasonal sites. Additional seasonal camping vehicle passes \$60.00 each.

Sewage Disposal

weekly service	\$175.00
bi-weekly service	\$125.00
single service	\$17.00
emergency request	\$35.00

Group Camping - Discount applies to organized groups, minimum 10 units

10-19 units per night	5% discount
20 + per night	10% discount

Off Season Storage

Trailer (includes shed/deck)	\$150.00
Shed/deck only	\$40.00
Boat	\$125.00

FYC Open House 2008
 – from the FYC Executive

**OPEN
 HOUSE
 UPDATE**

Following additional discussion after the January general meeting the Executive would like to inform the membership that it is supporting a 2 day Open House subject to sufficient volunteers for the events. Please consider this when completing your 2008 membership application. The current budget should be able to adequately support the event. Those willing to organize the Open House will play a significant role in determining the scope of the events.





- S Goldt

www.fyc.on.ca

Our Interactive Club Site for all your Sailing Needs!!

With thanks to our talented Webmaster, Kevin Biskaborn, The FYC website has morphed into a very informative interactive site. It not only provides info to sailors searching the web for our club but also provides all the important news and information needed for the members of our club.

Please take the time to check the site. There will be changing postings for the club's and sailing school's calendar of events including times, downloads (regatta information), meeting notices and minutes, school course dates and so on. We hope to add the Dragon boat schedules and reports as well.

Downloads include important forms such as the FYC Expense form (which MUST be completed for reimbursement of expenditures approved by the Executive), Membership Applications, Sailing School Applications, Scuttlebutt archives (we would like to add more back issues over time as well) and more. As need arises, more downloads will become available.

Reports and photos of club events are constantly being added. Send submissions to Kevin for consideration. Special links to event pages such as the Laser Masters Regatta at Grand Bend YC are available as well as links to other sailing/ dragon boat sites.

You may use the website to contact the Webmaster (Kevin), the Sailing School and The Yacht Club. Requests for the Dragon boat clubs may also be forwarded through this Contact area. Just think, a warm sandy beach in February, a pina coloda, a laptop, typing an article to submit through the website for the Scuttlebutt – ahhhh.

Boating Resource for ON.

If you want to boat outside of London and need information...try this website:

<http://www.gorideontario.com/boat/boat-home.html?lang=en>

This site allows you to click on various regions and obtain a list of marinas, and info such as docking, fueling, internet access, washrooms, drinking water, food, repairs, pump outs and so on. Once you enter the Ontario Marine Operators Assoc by clicking on an area, you can click on towns or cities to find all the marinas in the locatio you choose. Lots of other information is available as well such as weather and an events and shows calendar for Ontario.

Good site to pass a cold winter's day dreaming.

Environment Canada uses special wind terms in marine weather forecasts:

- Light wind (10 knots* or less)
- Moderate wind (11– 21 knots)
- Strong wind (22 – 33 knots)
- Gales (34 – 47 knots)
- Storm force wind (48 – 63 knots)
- Hurricane (64 knots or more)

* One knot is one nautical mile an hour (1.852 km/h)

Before leaving for a cruise consider leaving a Sail Plan

Fill out a sail plan for every boating trip you take and file it with a responsible person. Upon your return, be sure to close (or deactivate) the sail plan you filed earlier. Forgetting to do so can result in an unwarranted search for you.

- S. Goldt

Owner's name and address _____

Telephone Number _____

Emergency Contact Number _____

Boat's name and licence number _____

Sail _____ Power _____

Size and Type _____

Colour _____ Hull _____

Deck _____ Cabin _____

Type of Engine _____

Other distinguishing features _____

Radio channels monitored HF _____ VHF _____ MF _____

MMSI (Maritime Mobile Service Identity) _____

Satellite or cellular telephone number _____

Safety Equipment on Board

Life rafts _____

Dinghy or small boat (include colour) _____

Flares (include number and type) _____

Lifejackets or PFDs (include number) _____

Other safety equipment _____

Search and Rescue telephone number _____

Trip details (**include these details every trip**)

Date of departure _____ Time of departure _____

Leaving from _____ Heading to _____

Proposed route _____

Estimated date and time of arrival _____

Stop over point _____ Number of people on board _____

Transport Canada Fines* for common boating offences:

- Operating a vessel in a careless manner - \$250
 - Speeding - \$100
 - Underage operation of a personal watercraft - \$100
 - Operating a power-driven pleasure craft without the required Pleasure Craft Operator Card - \$250
- Insufficient number of approved, appropriately sized flotation devices - \$200 for each absent device
- * Not including administrative charges. For a complete list of boating-related offences under the [*Contraventions Regulations*](#) and their associated fines visit www.boatingsafety.gc.ca.



Cruising in 2008- come sail with us!!

As I type this on Jan 30, the winds howling through the past 24 hours have reinforced the belief that our trees are indeed self-pruning and more than a 2" wide strip of thin metal is required to keep downspouts on second stories of houses. I bet a sailor could have made it through the North Channel in half an hour with those winds!! I believe it may be best to wait a month or two before cruising though! We have had correspondence from two cruisers re ideas for this season.

Summer Cruises:

Like a lot of things it seems it is assumed there will be at least 1 cruise for 2008. I have been asked if there could be a trip to the Thousand Island in addition to the trip up north. As many FYC members know I have been to the "Islands" several times and would be willing to lay out a 1 week cruise of that interesting area.

What we need is some input from sailors stating where they would like to go and when they can go. The last week of July and first week of

August are not good times to go to the Islands and my friend from Kingston is suggesting June, early July or late August would be better. Anyone interested in trying their luck away from Fanshawe Lake can give me a call. - Mike Morris

Here are a couple of ideas for sailing trips in the summer

The first trip - Launch at Turkey Point on Long Bay Point – sail to inside Bluff Bar for the night.

OR sail to Port Dover and stay for the night, then sail next day to Pt Maitland stay at the little marina or anchor in the river, next day motor up river to Dunnville for supper. Then to Pt Colbourne for the night if there was time.

The second trip- launch at Leamington the first week in July (after bass season opens) and sail to Pelee Island and stay the night at a marina or anchor in the bay. Sail to the islands or Put In Bay, U.S.

-Graham Forster

If you are interested in any of these ideas, contact Mike or Graham to let them know and planning can begin!!!

P.S. check out this site www.trailersailors.org

Communications Chairperson



Help! FYC urgently needs a Communications Chairperson to help the executive maintain contact with the membership. The Communications chairperson would help the Club by

- Maintaining the regular mail and e-mail lists of members
- Printing and sending out or e-mailing out eight to ten mailings a year to the membership. These would be the club "Scuttlebutt" newsletter, plus any meeting notices needed
- Becoming a key member of the Telephone Committee that contacts members in urgent situations, such as high water levels in the lake

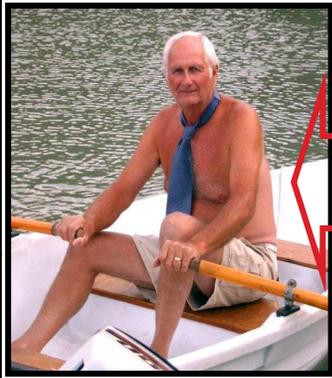
If you have e-mail access and would manage the mailings for the Club, please contact Commodore Paul Chesman as soon as possible.

FYC February General Meeting

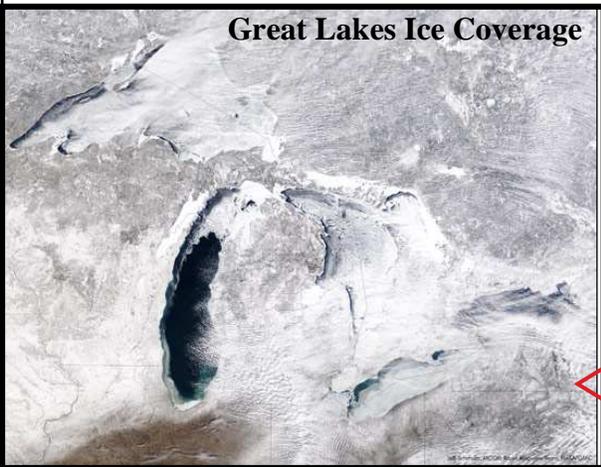
Meet Glenn Lethbridge, Executive Director, OSA, and find out what OSA means to FYC members.



Glenn will be the guest speaker at our February 21 General Meeting 7:00 PM at the HMCS Prevost



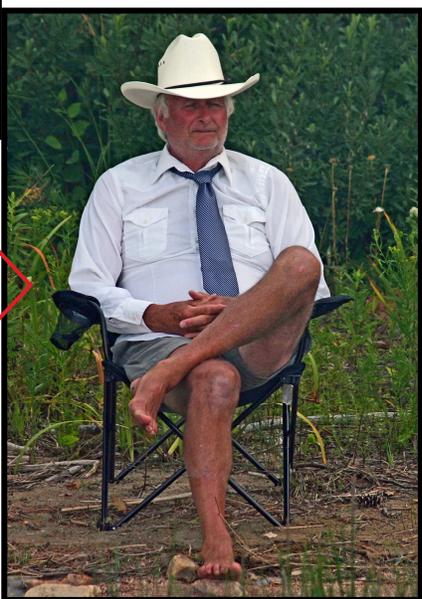
Mike Morris always has some humour for each of our Summer Cruises



Great Lakes Ice Coverage

Mike Morris sitting picture perfect on shore ... while we're all busy fixing our supper etc. You had to be there to appreciate the real scene

Winter in Southern Ontario Can still sail on Lake Michigan?



And we worry about algae? There could be sea lions or sea foam or huge storms!!



September 29, 2005 · Rob Schmitz of member station KPCC reports on a group of sea lions that are causing a great deal of damage in Newport Harbor in Southern California. The territorial pinnipeds have taken over some docks and even some boats, and experts are unsure how to best get rid of them.
(Erika Goldt happened to see a yacht sink in LA - 2 winters ago!)

Whipped Ocean North of Sydney, Australia (Nov 21/07, 1:55 PM)

Jenna Goldt received this article sent by Paul F. J. Eagles, Professor, Department of Recreation and Leisure Studies, University of Waterloo
Suddenly the shoreline north of Sydney was transformed into the Cappuccino Coast. Foam swallowed an entire beach and half the nearby buildings, including the local lifeguards' centre, in a freak display of nature at Yamba in New South Wales. One minute a group of teenage surfers were waiting to catch a wave, the next they were swallowed up in a giant bubble bath. The foam was so light that they could puff it out of their hands and watch it float away



Photo 1: Boy in the bubble bath: Tom Woods, 12, emerges from the clouds of foam after deciding that surfing was not an option. It stretched for 30 miles out into the Pacific in a phenomenon not seen at the beach for more than three decades. Scientists explain that the foam is created by impurities in the ocean, such as salts, chemicals, dead plants, decomposed fish and excretions from seaweed. All are churned up together by powerful currents which cause the water to form bubbles. These bubbles stick to each other as they are carried below the surface by the current towards the shore. As a wave starts to form on the surface, the motion of the water causes the bubbles to swirl upwards and, massed together, they become foam. The foam "surfs" towards shore until the wave "crashes", tossing the foam into the air.

Photo 2: Whitewash: The foam was so thick it came all the way up to the surf club "It's the same effect you get when you whip up a milk shake in a blender," explains a marine expert. "The more powerful the swirl, the more foam you create on the surface and the lighter it becomes." In this case, storms off the New South Wales Coast and further north off Queensland had created a huge disturbance in the ocean, hitting a stretch of water where there was a particularly high amount of the substances which form into bubbles. As for 12-year-old beachgoer Tom Woods, who has been surfing since he was two, riding a wave was out of the question. "Me and my mates just spent the afternoon leaping about in that stuff," he said. "It was quite cool to touch and it was really weird. It was like clouds of air - you could hardly feel it."



Photo 3: Kids playing in the foam

Hurricane Katrina and the New Orleans's Yacht Club Later



Polar Bear Swim in Victoria B.C.

-by Derek Innes

Many times, Marj and I often think back to those cold London winters and how Rick Goldt, Jens Biskaborn and other Laser sailors of the early 1980's would take their boats and sail on Jan 1st on Fanshawe Lake. FYC was all locked up, of course, so they would go to the Look Out Point area close to the airport to launch their Lasers for a New Year's Day sail. E.g. "1st sail in 1980".

This year I had an opportunity to sail on fresh water Elk Lake, Halfway between Victoria and

Sidney, on Jan 1st. 1st sail in 2008." The temperature was +7 C and with the light wind, I was barely able to make it to the 27th annual Polar Bear Swim held on the local beach.

What a sight! There were over 500 pasty white skinned people in bathing suits, with even more than that number as spectators. The local DJ was calling out the count down and when the horn blasted, a stream of humanity ran full speed down a road-sized path into the freezing water.

The spectators were confined to a roped off area on either side of this wide path. I was becalmed about 30

metres from the beach but definitely had the best seat in the house.

I felt sorry for the first rows of people who dashed into the lake. It was obvious that the cold water had taken their breath away and they were most anxious to get out as soon as possible. However, the stampede of 450 more charging swimmers made it almost impossible. This event was covered by the local TV stations and newspapers.

Elk Lake, like Fanshawe, is an Olympic rowing training centre and is approximately ¾ as large as Fanshawe Lake.



Brrr-ave souls test waters in annual New Year's plunge

(from The Capital Wed Jan 2, 2008)

ROB SHAW—Times Colonist

There's no such thing as a polar bear swim in Sydney, Australia, but it didn't take long for Stevo Ward to figure out the event. "I heard about idiots jumping into a lake and I'm like, that's totally me," said Ward, while he stood shivering in a white bathrobe on the shores of Elk/Beaver Lake Regional Park.

The 27-year-old Australian, who was visiting his girlfriend Willow Sloane's family in Sidney, even had his own strategy. "What I'll do is I'll hang back and, I don't know if you've seen *Baywatch*, but I'll do the slow-motion run like I'm saving someone."

It was hard to tell if Ward, 27, was able to pull off his planned routine while in the middle of more than 500 — mostly pasty

their best to mimic a warm summer day, while others stayed in T-shirts to preserve what little heat they had.

"I think it was great, everyone came out in full spirit," said Samantha Toms, a promotions coordinator with C-FAX 1070 radio, which organized the event.

The stampede to the water, in which hundreds of people barge into the lake, fall over, emerge screaming, and run back to their towels, can be overwhelming for first-time participants.

But for Nigel Scott, who was celebrating his 14th polar bear swim, it was simply another year. The 55-year-old smoked a celebratory cigar before and after the dip.

handle the rest of the year." Scott's 17-year-old daughter Laurel, who has been taking the plunge annually since she was three years old, said she thought the water was actually warm this year.

C-FAX awarded the best costume to Barbara Warman, who mimicked an actual polar bear with a fuzzy bear hat and body-length sheepskin

rug as a coat. "I'm only going part of the way in the water in case I drown," she said of her heavy costume.

Warman, the president of Family Caregivers Network Society, dressed up to support colleague Rick Hoogendoorn, who raised more than \$3,000 for the non-profit society by taking the cold dip in the lake.

Not everyone made the 2 p.m. event on time, Dan Caspick, 17, said he bolted across the highway to make the first plunge into the lake.



Some more of Mike Morris' humour on one of our Summer Cruises



Navigation Lights

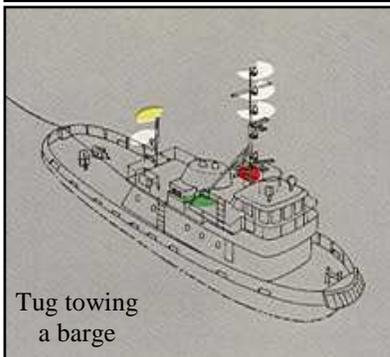
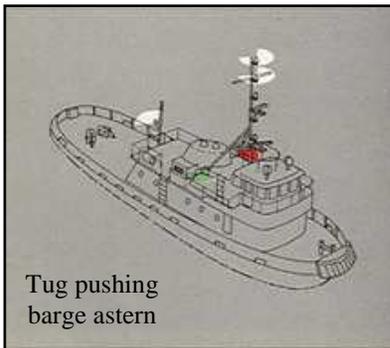
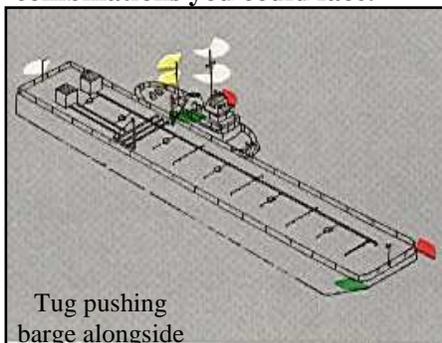
- downloaded from website submitted by S Goldt

You don't want to read this, and I don't want to write it. The subject of navigation lights is boring, but if you read this, it just might save your life. In fact, I've been putting it off for several years until I heard about a grizzly accident on Lake Erie in which three people were killed when two small boats collided. That was one of just many deaths and maimings that have occurred with nighttime collisions this year, all because of defective lights.

I take lighting seriously, and I'll tell you why. I've run boats all over the western hemisphere, and not once have I ever run aground or hit anything. Yet on at least three occasions that I can remember, I nearly had night time collisions. Once with an oil tanker, no less. If you don't think oil tankers move fast, try misjudging your bearings and closure rate sometime, and you'll discover the hard way that they really can move 25-30 knots.

It's hard to appreciate how flat out dangerous nighttime running is until you have one of these close calls, or worse, you end up like the three people on Lake Erie. They probably never had a close call, so that was their first and last chance to get it right. Even when all boats have proper lighting, it's very difficult to judge bearings and closure rates. I'll say it again, operating a boat at night is dangerous, and it requires the utmost in attention and knowledge to do so safely. But when boats have improper lighting . . . well, you don't really have a chance of avoiding an accident.

Could you identify these vessels by their lights? These are three of the most dangerous light combinations you could face.



The simple fact is that at least 1/3 of all boats that I survey have lighting defects. That's right, one third. That's a pretty good reason why there are so many accidents. No?

The most common reason is that something has been installed in front of the light which blocks it. Radar scanners, dinghy's, searchlights, you name it. If the builder did install proper lights on the boat, people will do something that interferes with the light. Mainly because they just aren't aware of what they're doing.

The second most common problem is that the lights weren't installed right in the first place, or the builder installed something that obscured the light.

The third most common problem is that the lights are so puny, such cheap-ass crappy pieces of junk that one might just as well rip them off and throw them overboard for all the good they do. Some of the lights I see must have a grand total production cost of 59 cents in Malaysia. But some nut paid \$40 for the dang thing. They're that bad. Others are so poorly designed that they won't keep water out in a 30 second rain shower, so the thing corrodes and craps out.

The fourth most common problem is the people never check their lights to see that they work.

The fifth most common problem is

that the installation of the lights did not take into account the running angle of the boat. Since all boats do not run at the same angle, it often happens that the attitude of the boat dramatically changes the angle at which the light can be seen. The bow may be pointing so high that the lights can only be seen by aircraft. A boat far away may be able to see it, but one close-on can't.

There are several important things boaters need to realize.

- It's hard enough to operate by night with good lights, but to run around with marginal lights is to flirt with catastrophe. Maybe you can see where you're going, but the other guy can't see you.

- Night vision can be highly illusory. Anyone who's spent some time out on the water at night knows how hard it is to judge distances, and how easy it is to be fooled by optical illusions. It is especially difficult in an environment with a lot of lights, such as near a city. Picking out the lights of a moving vessel from a background of dozens or even hundreds of lights is very difficult, if not even impossible. Vessels with poor or defective lights likely go unseen.

- Many people have very poor night vision, or lack the kind of visual perception that is needed to operate safely at night. This kind of visual perception is a skill, not merely a matter of good vision. It's the ability to quickly pick out lights and identify their nature. Whether unskilled or poor vision, it doesn't help matters if your lights are not up to snuff.

- Many people who operate boats at night quite simply don't know what they're doing. Ask them a question about taking a bearing of an oncoming boat based on the display of lights, and about 95% of all boat owners would give you a dumb look. That's because they have no training whatsoever. Keep that in mind, because that's what you're up against when running at night. Check your lights.

- Make sure that the lights meet Federal Regulations, and that they are not obstructed by anything.



- Check to be sure that the running angle of your boat doesn't obscure visibility. Does the stern on the transom sink so low that the light is hidden by the wake, and can't be seen by anyone but you? Over-runnings have occurred because of this -- are actually quite common in South Florida.

- Check the intensity: Do they look weak or dim? Is it a cheap light, is it too small, or do you have the wrong kind of bulb in it. Your red and green lights should be shining brightly, not a dull red or green. Can they really be seen a mile away.

- Make sure that your 225 degree white light isn't blinding YOU. This is a very common problem on small boats and flying bridge boats where there is no good place to mount the light. The builder mounts the light right in front of you so that it hinders your vision. That's the builder's fault and you should call him to task on it.

- If you have a small boat that has the minimal lighting options allowed (such as combination lights, and those flimsily little things mounted on aluminium sticks that don't work most of the time, change them out to good lights.

- Small boat owners should be more appreciative of the fact that small boats are much harder to see from larger vessels. That's one reason why the highest proportion of collisions involve small boats. Small boats need better, not lesser lighting as the rules allow.

Check your knowledge of night running.

- Do you know how to take bearings? Do you know what you're looking at when facing a ship, a tug, or other types of vessels?

- What do you do when facing a shoreline dotted with hundreds of different colour lights?

- Do you allow yourself to be distracted by onboard guests when operating under these difficult conditions?

- Do you post a second lookout? Have you ever?

- Do you operate defensively, instead of assuming that the other guy is also looking out for you? Chances

are he isn't.

- Do you occasionally look behind or beside you, instead of assuming that all hazards are ahead? Nearly half of all collisions involve running down, meaning hit from behind.

- Do you maintain high speeds even when there are a lot of unidentified lights around you? Does your speed exceed the amount of time you have to identify what's around you? If so, you're going too fast.

- Do you know how to judge closure rates at various angles?

If you answered no to any of the above questions, you need to brush up on your nighttime operating skills.

Story time: One night I was on my way to the Exuma Cays, Bahamas. It was late and there was a full moon out, which actually made visibility more difficult. As I was crossing a shallow section of the Bahama Banks, I was checking my coordinates on the chart very closely. There was a rather narrow slot in the shallow bank that I had to hit dead-on, so my nose was down on the chart and the SatNav most of the time. I thought I had the ocean to myself as I had seen few other lights all evening.

Convinced I was on course, I flipped on the autopilot, and was leaning out the pilothouse window watching the phosphorescence of the water go by. Looking down into the dark water, suddenly that inky black water becomes illuminated by a lighter blue glow from below. What in God's name is that, I wondered? Anyone who's spent a lot of time at sea knows that strange things can happen. What's behind all those crazy stories of the Bermuda Triangle are the illusory tricks the sea can play on our eyes by day or night. I look up at the moon, then back down at the water. And here I am looking down at this eerie blue/white glow from the bottom of the ocean.

Holy Mackerel!!! It dawns on me; it's the damn moon light reflecting off the white sandy bottom. It never occurred to me that in this very clear water that could happen. We're heading into the reefs and I'm in big trouble. Yike, now I can pick out coral heads on the bottom. Hitting the autopilot switch so hard it breaks off, I leap for the wheel and swing it around hard -- to my horror straight into the path of an overtaking fishing boat charging along at around 30

knots.

I see him when my vessel is nearly perpendicular to his. Spinning the wheel around to the opposite direction, without ever touching the throttles, I can hear lamps, television sets and dishes crashing below as the yacht heels over wildly.

Fortunately, that operator wasn't daydreaming as I was, and saw me start my turn as soon as it was initiated. He turned shortly after I did. The two vessels were less than 50 yards abreast, with him slightly behind. Sure, I could blame him for following too close, but in my panic I didn't look before initiating a hard turn. Who would have been at fault? Both of us, actually. Me for not looking and him for overtaking too close abeam with no signal, and no reason to be that close.

As it turned out, we weren't in as shallow water as it appeared, about 30 feet. Never before had I seen moon light reflecting off a white sand bottom so brightly, but there it was. We were oncourse and all was well with the world when illusion and circumstance conspired against me. Fortunately, the 60 foot yacht I was piloting had big, bright lights. You know, those five inch jobs that far and away exceed minimum requirements.

So there you have it, in the middle of an apparently empty sea, two lone vessels somehow manage to come together almost in collision. Needless to say, that cured me from any further assumptions of the ocean being empty. Spend enough time out there and you get the idea that there is some sort of magnetic attraction between boats that somehow pulls them together. It's not the boats, of course, but the unconscious human tendency to steer toward other boats, no matter how empty (or perhaps because of the emptiness) the space around them. That old saw about two ships in the night; this is where it came from.

I'll spare you any further sea stories, but that is just one of many such incidents involving illusions and lights. In this case, good lights saved my skin, whereas if the yacht had weak lights, the other guy might not have noticed my turn in time.

- Posted December 20, 1998 by DavidH. Pascoe



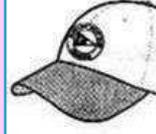
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FYC—Store



BRUSHED COTTON CAP
Tri-coloured cap, structured low profile, pre-curved peak, fabric strap with buckle.
Style #HE4026
ONE SIZE \$13.00
Colour: Navy with Red/White
Design #2

Fanshawe Yacht Club
Fashionable wear on
the dock,
in town, or sailing.



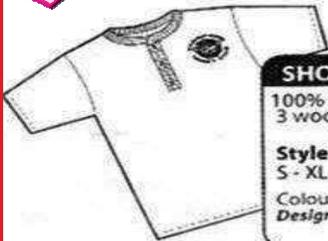
BRUSHED COTTON CAP
Tri-coloured cap, structured low profile, pre-curved peak, fabric covered short touch strap.
Style #HE4199
ONE SIZE \$13.00
Colour: Navy with Red Peak
Design #2



SHORT SLEEVE T-SHIRT
100% cotton preshrunk jersey. Double stitched sleeve and waist hems.
Style #G2000 (adult)
S - XL \$13.00 XXL \$15.00
Colours: Red, Sport Grey or Navy
Design #1



SHORT SLEEVE T-SHIRT
100% cotton preshrunk jersey. Double stitched sleeve and waist hems.
Style #G2000B (youth)
S - L \$10.00
Colours: Red, Sport Grey or Navy
Design #1



SHORT SLEEVE HENLEY
100% carded open end cotton. 3 wood tone buttons.
Style #P8600
S - XL \$29.00 XXL \$32.00
Colours: Navy or Dark Ash
Design #1



LADIES' GOLF SHIRT
Solid pique body with textured stripe.
Style #A75010
S - XL \$32.00 XXL \$35.00
Colour: White with Navy/Red Trim
Design #1



MEN'S GOLF SHIRT
Solid pique body with textured stripe.
Style #A85033
S - XL \$32.00 XXL \$35.00
Colours: White with Navy/Red Trim
Design #1



CREW NECK SWEATSHIRT
80/20 cotton/poly, set-in sleeves.
Style #G0900
S - XL \$32.00 XXL \$36.00
Colours: Sport Grey, White, Navy or Red
Design #1



ACTIVE WEAR VEST
100% coated polyester outer shell. Shock cord drawstring.
Style #88097
S - XL \$37.00
Colours: Red or Navy
Design #1



TECHNO LITE JACKET
100% coated polyester outer shell. Water resistant. Hidden hood.
Style #88083
S - XL \$37.00
Colours: Navy or Red/Bk
Design #1



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

CLASSIFIED
LifetimeTiller Extensions – one sold 3 to go!!
My friend in Pennsylvania has made up the brackets and tiller extensions. These extensions should be rated LIFETIME as they are all stainless steel incorporating golf club shafts with leather or rubber grips. At \$25.00 each they are a bargain when compared to the stuff in marine catalogues.
If you need one give me a call. Mike Morris 519-451-7309



Mike Morris
Paddling to shore & Dressed up with his famous tie on a Summer Cruise Trip

