



PUMPKIN REGATTA 2008 LEN MACDOUGALL AND ANDY TURNBULL

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will entertain us with their unique east coast style and Humour

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This will give us something to think about with all our new technology.....

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Note: If you would like to be on the Club Executive or know of a good candidate – Please Contact Paul Chesman (our Recruitment Officer)



PETER WILKINS, SAILING SCHOOL DIRECTOR

News from the Sailing School Boathouse -by Peter Wilkins

Now that Labour Day has passed the Sailing School gradually moves into wrap-up mode. Over the next few weeks we will be packing stuff up, putting it away and making ready for the non-sailing season. The main crunch will come after Thanksgiving with the work party weekends when most of the work will go into closing things right up.

Our programs this year introduced a good number of adults to our past-time and we brought in many new kids to show them what sailing is all about. Many of our 'regulars' were back to work on the next level or two and we have several junior students who are eager to get back at it next summer. Overall, our numbers are down somewhat from what we expected, even from last November when our budgets were struck, but we held our spending down as well so we are hopeful of a fairly soft landing. We haven't finalized the numbers yet so we will have to wait for the final tally. The economy did not have much affect on the enthusiasm of our junior students and we had a good bunch in most sessions - eager to learn and keen to sail. We are still looking for good results in future years as well.

Our junior Race team entered in four regattas this year, including the finale at CORK in mid-August. The double-handers made the switch to the 420s in good time and they quickly moved up the fleet in their race standings. The single-handers also saw good results considering that they were mostly new to the team and just getting started on the learning curve. As part of their curriculum the team organized and ran the junior regatta for the school on 25 August. It was reported that the team did an admirable job with the races and the students had some good races in the short series. Some of the team were on hand to help with the Club Championships and there may be similar help at the Pumpkin. The racers finished eager to come back next year. We may see some of them out at the Pumpkin Regatta

Almost all of our adult students elected to take advantage of our offer to use the boats for the rest of the season and they kept the fleet busy even during the off hours. Several of our students spoke quite highly of the extension of the boat time to practice their new talents and we expect to see some of them back next year. Our instructors offered the adults additional learning to upgrade their skills to the club Paceship and several of them enjoyed the use of that boat as well. We look for good things to come of that experience as well.

At the end of August we said good-bye for the last time to Peter Norris, our Head Instructor and manager for the past few years. After some eight years of teaching with us and helping greatly with the school management, Peter returned to Dalhousie University for his second year at law school. He will not be able to return next year because he is expected to start summer work in the legal field to continue with his law courses. We wish Peter well with his future career but we will miss him greatly in the operation of our program here.

Trillium Fund Application - by Peter Wilkins

In spite of our best efforts in the committee, I received a note from the Trillium Foundation in the past week or so to let us know that they were not able to help us this year with our funding request. I have sent off queries to Foundation reps to try and get some feedback on where we fell short with our application. To date, I have no news on those questions. Our request was quite ambitious and involved a large sum of money on the bottom line. If we get some feedback in time, we might be able to re-vamp our request and re-apply in the November application session. If we break the request up into smaller pieces, we might have better results.

Earlier in the summer we learned that the request to the Libro Financial Community Grant program was also unsuccessful. This request carried most of the sailing school items including replacement docks for the school boats. Here, also, we might be able to pare it back a bit to achieve better results.

We might have to re-convene the committee to review the items and assemble other petitions.

Fall Work Parties are Almost Here!!! – Oct 17 and 24

As a volunteer club, we all need to help with the chores to maintain and operate the club. As Fanshawe Lake is a Reservoir, we must remove all floating docks, boats, moorings, dock bumpers, buoys for the winter to protect them from variable water levels and ice. The bottoms of said items need to be power washed to remove mussels and algae. The more hands there are – the lighter the work!!

Just think – part of the fantasy of being a sailor on the briny ocean in the weather, winds and waves – free from everyday tensions and with the overwhelming sense of adventure with man (or woman) vs nature includes – swabbing the deck, mending the lines, packing the joints, cleaning the head, and on and on.

So please join us for the unsung side of sailing and help clear the docks for the season's end.

Lunch will be provided.. mmmmmm...I always like food.

Bring tools with you for repairs, washing, and yard work. Meet in the clubhouse to sign in and be assigned.

On Oct 18, the park closes so access to the club will likely be with a club lock on the north gate just off Fanshawe Rd to the east of Clark Rd



Everyone is Coming!!!!

THE ANNUAL FYC BANQUET

Mark your calendars now for this spectacular year end social event-

Forest City National Golf Club
 (Yes, the one on look-out point at Fanshawe Lake)
 Saturday November 14, 2009

Cocktails at 5:30 PM (cash Bar)
 Dinner at 6:30 PM
 Program and Entertainment to follow
 Singers – Threepenny Piece

Tickets will be \$25 until the last fall work party – Oct 24
 From Oct 25 on the price will be \$30

The tickets will be available at the Pumpkin Regatta and the three fall work party weekends. Look for Lori Chesman at the Club wear sales area, Betty Dietrich, Sharon Biskaborn or Sue Goldt,

You are also welcome to mail a request for tickets with a check made out to Fanshawe Yacht Club. We will hold the tickets for you or see that they are delivered. Mail to either

S. Goldt
 480 Sherene Terr
 London, on N6H3J3

B. Dietrich
 32 Redford Rd
 London On N5X3V6

S. Biskaborn
 15 Prichard Pl
 London On N5W 2J1

FULLY SERVICED CASH BAR

BUFFET DINNER

roast sirloin and roast turkey
 meat and vegetarian lasagnas
 roast potato, vegetables, and salads
 dessert and coffee/ tea will be served to your table
 after the main meal

If you wish, you are welcome to donate a door prize as a business promotion or as an individual as has often happened in the past.



Around the Club

1. PCOC Exams and safe boating courses. All boaters are now required to have their Pleasure Craft Operator's Card for powered boats. The fine to be paid if you do not present the card when asked is \$300 – way more than it costs to take the course on safe boating or to buy the book to write the exam.

The London Branch of the Canadian Power Squadron offers the exam for \$40 or a 4 evening course for \$75 on each fall month – Sep, Oct, Nov. For early registration, there is a discount on the fee.

Registration with credit card is available online or you can contact them by phone at (519)438-6222. **Ralph Smith**, a club member and member of the Power/Sail Squadron in London also offered to answer any questions from the club members on the subject. Call Ralph at 519-472-0453

A course can be offered if a large enough group applies together!

2. Member's boats trailers and docks. Please DO NOT move your equipment on the two work party Saturdays – Oct 17 and Oct 24. The ramps will be busy with removal of club equipment on those days. Boats on moorings should be removed from their mooring before Oct 17 so that the moorings can be pulled for the winter (ughhhh, that word!!)

3. The UTRCA will close the gate across the dam on October 18. The gate across the dam will be open from 8:30AM to 4 PM Mon to Fri. However, they may close the gate at the campgrounds anytime after the last work party on Oct 24.

This will give us something to think about with all our new electronic technology....

Many people have their HOME location keyed into their Navman unit. Remove it, or else put in the Local Police station as your home address.

GPS

A couple of weeks ago a friend told me that someone she knew had their car broken into while they were at a football match. Their car was parked on the green which was adjacent to the football stadium and specially allotted to football fans. Things stolen from the car included a garage door remote control, some money and a GPS which had been prominently mounted on the dashboard.

When the victims got home, they found that their house had been ransacked and just about everything worth anything had been stolen.

The thieves had used the GPS to guide them to the house. They then used the garage remote control to open the garage door and gain entry to the house. The thieves knew the owners were at the football game, they knew what time the game was scheduled to finish and so they knew how much time they had to clean out the house. It would appear that they had brought a truck to empty the house of its contents.

MOBILE PHONE

I never thought of this.....

This lady has now changed her habit of how she lists her names on her mobile phone after her handbag was stolen. Her handbag, which contained her cell phone, credit card, wallet... etc...was stolen. 20 minutes later when she called her hubby, from a pay phone telling him what had happened, hubby says 'I received your text asking about our Pin number and I've replied a little while ago.

When they rushed down to the bank, the bank staff told them all the money was already withdrawn. The thief had actually used the stolen cell phone to text 'hubby' in the contact list and got hold of the pin number. Within 20 minutes he had withdrawn all the money from their bank account.

Moral of the lesson:

Do not disclose the relationship between you and the people in your contact list. Avoid using names like Home, Honey, Hubby, Sweetheart, Dad, Mom, etc..... And, very importantly, when sensitive info is being asked through texts, CONFIRM by calling back.

Also, when you're being texted by friends or family to meet them somewhere, be sure to call back to confirm that the message came from them. If you don't reach them, be very careful about going places to meet 'family and friends' who text you

Forwarded by R Smith

The Annual Pumpkin Regatta – Oct 3-4, 2009

The Notice of Race for the Pumpkin Regatta follows with all the necessary information. Please share this with your fleet members out side the club – it is an Open Regatta and one of the last of the season!!

Remember that novice sailors do not need to pay a fee and one of a kind yachts are more than welcome in the Open Classes.

If you can volunteer time to help with the regatta in registration, race committee, rescue boat, help with dinner, awards – Please be sure to contact Doug Carey or Brian Hurst.

MMMMMMMM...TURKEY



Think this is big, wait 'til
you see the gravy boat!

The Hurst Family is preparing a succulent turkey dinner for the Saturday night for a fee of \$5.00!!! Please let people know at the registration if you are coming!!



2008 Pumpkin Regatta Sailing and Awards

PUMPKIN REGATTA



2009

Pumpkin Regatta 2009

Notice of Race

(August 16, 2009)

Date: **October 3 - 4, 2009**

Location: **Fanshawe Yacht Club**
1424 Clarke Road, London ON, N5V 5B9

Contact: **Doug Carey**
T: 519.633.9817 E: www.fyc.on.ca?r=209

Rules: The regatta will be governed by the "rules" as defined in the Racing Rules of Sailing, 2009 – 2012.

Classes: **Laser Full-Rig / Radial, Wayfarer, Y-Flyer, Dart, Hobie, Open A, Open B.** (Any 2 one-design boats make a fleet)

Eligibility: **Signing of waiver or parent's signature if under 18 years old.**
Inspection: **Boats may be inspected at any time during the regatta.**

Registration: **Saturday from 08:30 AM - 10:30 AM**
Sailing Instructions: **Provided at registration.**
Lunch: **Will be provided and is included in the entry fee for Saturday only. No lunch will be provided on Sunday.**

Skippers' Meeting: **Saturday @ 10:30 AM**
First Race on Saturday: **11:00 AM**
First Race on Sunday: **09:30 AM** (No start after 01:30 PM)

Series Format: **One or more races constitutes a series.**
One drop after 4 races. Two drops after 8 races.
Scoring: **Low Point Scoring System (RRS Appendix A).**

www.fyo.on.ca

ENTRY FEES

Single	Double
\$20.00	\$40.00
Junior Single	Junior Double
\$15.00	\$30.00
Learn to Race	
\$0.00	

Club Championships Regatta



Kevin Biskaborn, Steve Dietrich, Jens Biskaborn, Brad Biskaborn, R Fuller, Matt Dietrich



Natalie and Brian Hurst



Commodore Mark Anderson, Henry Klausnitzer



Jens B, Steve D. Kevin B.



Jim and Doug MacKenzie Jacob Marsh

Overall, 20 boats attended the Club Championships. and had some breezy weather to contend with. Racing results follow.

This year's corn roast was not as well attended as previous year but those who did go had an exceptionally good meal (extra food) and good companionship.

FANSHAWE YACHT CLUB AND SAILING SCHOOL

South REACTION
MULTI-MEDIA DEVELOPMENT

► **Turkey Dinner Saturday Evening** ◀



Club Championship Regatta 2009 - Results

August 29 - 30, 2009 | Other Regattas... << Previous Next >>

LASER Entries: 6 Races: 8
Sailors: 6 Drops: 2

Place	Skipper	Sail No	Points	R1	R2	R3	R4	R5	R6	R7	R8
1	Kevin Biskaborn	187414	8	3	1	1	1	1	2	2	3
2	Jens Biskaborn	20791	13	1	4	3	2	2	3	3	2
3	Brad Biskaborn	81007	14	2	2	DNC7	DNC7	DNC7	1	1	1
4	Steve Dietrich	175246	20	5	3	2	4	3	4	5	4
5	Matt Dietrich	109562	24	4	5	4	3	4	5	4	5
6	Jeff Dietrich	179167	40	6	6	DNC7	DNC7	DNC7	DNC7	DNC7	DNC7

LASER RADIAL Entries: 3 Races: 8
Sailors: 3 Drops: 2

Place	Skipper	Sail No	Points	R1	R2	R3	R4	R5	R6	R7	R8
1	Ross Fuller	121023	8	1	1	1	1	DNC4	DNC4	2	2
2	Anne McEwen	/	9	DNC4	DNF3	DNC4	DNF2	1	1	1	1
3.	Hannah Waitschles	170109	16	2	2	DNC4	DNC4	DNC4	2	3	3

OPEN Entries: 11 Races: 8
Sailors: 16 Drops: 2

Place	Skipper	Crew	Sail No	Class	Points	R1	R2	R3	R4	R5	R6	R7	R8
1	Doug Mackenzie	Jim Mackenzie	74	Trimaran	6	3	1	1	2	1	1	1	1
2	Peter James		2812	Venture 21	16	2	3	2	3	6	4	3	3
3	Jeff Eames	Vera Eames	7220	Wayfarer	22	1	2	3	1	3	DNC12	DNC12	DNC12
4	Gord McKinstry		16622	Hoble 14	23	5	9	4	5	2	3	5	4
5	Jacob Marsh	Robin Mitchell	1264	29er	30	7	4	7	DNC12	DNC12	8	2	2
6	Szymon Kornobis		2374	Catalina 22	38	4	6	5	6	5	DNC12	DNC12	DNC12
7	Jack Blocker	David Blocker	1796	Y-Flyer	39	8	5	6	4	4	DNC12	DNC12	DNC12
8	Brian Hurst	Nathalie Hurst	54262	Schock 23	39	6	8	8	8	8	5	7	5
9	Mark Anderson		384	CS 22	42	9	7	10	7	7	7	8	6
10	Henry Klausnitzer	/		Sunfish	48	DNF11	DNF11	9	11	9	6	6	7
11	Marc Lacoursiere		260	Hunter 26	50	DNC12	DNC12	DNC12	DNC12	DNC12	2	4	8



Rowbust began the festival season on a high note in Pickering on June 7 and won gold in the Breast Cancer challenge cup.

Our team was also busy off the water in June, supporting the Relay for Life in London and in St. Thomas.

We were honoured by Team Canada's Olympic Women's' Softball team in June when they played an exhibition game against the American team and dedicated the game to Rowbust. We sent the team hats, an autographed Rowbust banner, and personal notes from our members. Many of our members were thrilled in July to be able to meet some of these dedicated athletes in Kitchener when we attended their game against the Australian team. We will certainly be following them in Beijing later this summer!!!!

Our second festival of the season was in Hamilton. We were narrowly defeated in the Breast Cancer final by Hamilton. In the 2K event, Rowbust placed first amongst Breast Cancer teams and third in our group.

In July, we also held our first Mini-Boot camp. As part of this day, each member had a video taken while they paddled, followed by a critique by our coaches. We also had a great time participating in a team building exercise called "True Colours".

Our next festival will be in Halifax where we will participate in an all Breast Cancer Survivor festival to commemorate the tenth anniversary of the Halifax team Bosom Buddies. . We have trained hard and are eagerly anticipating this event!!!!





September 1, 2009

I would like to take this opportunity to thank all of the Fanshawe Yacht Club members for supporting the Wonderland Dragon Boat Club. We hope your continued support and friendship will help us reach even greater goals, but as a new Club.

Back in late June the Board of Directors met to discuss a name change for this Club. There was a general announcement made to our Club members in July and the process was started.

There were a number of reasons for pursuing a name change. Our goal is to promote the physical, social and emotional benefits of dragon boating in a safe environment. As paddling enthusiasts we hope to build strong relationships with both the community and other dragon boat clubs. But we found while attending festivals confusion often arises as to where we are from as there is no association between "Wonderland" and "London".

In order to increase awareness that London has a dragon boat club we started the process to change our name to 'London Dragon Boat Club Inc.'

Thank you to Maureen Gerofsky and her Boss, Hugh Fraser for all their work in taking care of the necessary paperwork.

Maureen received notification that **as of July 9, 2009 our official name is now,**

'London Dragon Boat Club Inc.'

It is our hope that we will have your continued support as we move forward to make the necessary changes. The Wonderland Board of Directors plans to phase in the new name over the upcoming off-season and in the New Year we will be ready to operate as 'London Dragon Boat Club'. So, if you have friends and family that are still thinking of paddling please send them to the London Dragon Boat Club. There is a lot to do in order to make the transition run smoothly and we ask for your patience and understanding as we take care of business.

If you have any questions please feel free to talk to any of the board members.

Jamie Pentland: jamespentland@rogers.com

Brenda Pentland: bpentland@rogers.com

Heather Peel: hpeel@thenetnow.com

Maureen Gerofsky: mgerofsky@rogers.com

Dave Gerofsky: d.gerofsky@rogers.com

Krista Fenlon: Krista.Fenlon@lhsc.on.ca

Kerry Fenlon: kfenlon@hotmail.com

Thank you,

Brenda Pentland / 2009 WDBCI President

Stratford Dragon Boat Regatta and Scavenger Hunt

Our teams participated in the Stratford Dragon Boat Festival on September 19th.

Though the day started frosty, it turned out to be a beautiful day for the competition.

Both Waves of Fury teams paddled hard with the Blue team finishing 2nd in the H

division, and the Black team finishing 2nd in the C Consolation. A great day was had by all.

The 3rd Annual Scavenger Hunt was a great success. Teams of 3 or 4 were not deterred by the rainy weather as they traveled around the city in search of bizarre items. The fun continued with the hilarious (Paddle Putt) competition, a rousing Club Trivia Game and a delicious potluck. Hope to see everyone out again next year. On July 9, the Wonderland Dragon Boat Club officially changed its name to the London Dragon Boat Club Inc. This new identity will make it easier for people including other dragon boat clubs to associate us with London. As paddling enthusiasts, we believe this change will enhance our ability to build strong relationships with the community.

Classifieds – Boats, Equipment, Club wear

Charts for Sale: I have 3 surplus charts for the east end of Lake Ontario covering Kingston to Picton--Deseronto. New they cost over \$20.00 each. If someone is heading that way \$20.00 gets all three. mike morris

Boats For Sale

Wayfarer Mk 1 - Sail # 7576 - \$3,750

Includes trailer, mooring cover, Main, Jib, Spinnaker, Light Brown hull and deck

Contact Don Stark at 519-686-1034, dwestark@sympatico.ca

or Janet Stark 519-657-8202

26Ft. Macgregor for sale 1988--\$14,500

Comes with a 2004 15hp Honda 4 stroke long shaft motor, double axle trailer, cockpit cushions, furling jib, main, full canvas enclosure, marine BBQ, GPS, 2 marine batteries, 2 anchors, fenders, auto-pilot and more! Well maintained boat

Water ballast for extra stability when cruising

Contact Vic Burgess 519-659-2121 or

Vince Coupal 519-659-9428 or vincent.coupal@symptico.ca

Happy Sailor #101- \$800.00

An 18' family sailboat (sloop rigged with cabin) made by WEGU in Whitby, Ontario.

Designed for off-shore sailing in the North Sea, has roomy cockpit and cabin. The

boat is moored at Fanshawe Yacht Club on Lake Fanshawe, London. ON.

Everything included (sails, rigging, motor bracket, paddle, trailer, etc.).

Contact: Lane Heller 519 472 6886 or e-mail lheller@uwo.ca.

Laser - \$2000.00

complete with trailer. Approx 17 years old

Contact Bert and Jose Renes 519-432-2968

Venture/ McGregor 25, 1977

Just out of 23 years storage. Was trailer sailed for 9 years. Currently being restored.

The boat looks almost like new. Lots of gear to go with it plus its factory trailer with

new brake system. Interested parties are asked to come see it. If they like it the

buyer can select the new upholstery for the interior cushions.

Contact Mike Morris 519 451 7309

Sandpiper 565 Sail #351

Built by C&L Works 1983 in excellent condition. Includes trailer, 4.5 Mercury Outboard, new retractable outboard bracket. The boat has a bow pulpit and is rigged for single-handed sailing. Recent upgrades include hull painting and cabin window replacement. Interior has berth cushions, drop leaf table, chemical head, and is wired for radio and lights.

Contact J McCamus 519-471-7948 to view or purchase

Flying Junior 14 ½ foot sailboat, for Sale or gift, if appropriate - \$300.00

Built some 40 years ago by Koma Boats, Komoka. Sailed for many years on Fanshawe Lake, under the name of Sweet Pea. Original jib and mainsail. Everything in good working order. No trailer (present owner needs it but can transport boat to new owner, within reason).

Asking \$300. Alternatively, free to a recognized charitable summer camp. Any suggestions?

Contact Stuart Dickinson at 519-417-0515 or email at sdickins@uwo.ca.

Trailer/ boat storage and personal docks

Boats and trailers cannot be left on the club grounds over the winter. If you need a place, UTRCA has outdoor storage available in a parking area behind their workshop for \$125 for the winter.

Stop at the gatehouse or campsite office to ask about storage. They will ask you to place a tag on the boat and/or trailer – Please do this so they know who to call if necessary. A suggestion by others is that you remove anything of value from the boat and cabin just to be sure it doesn't disappear over the winter.

If you have a dock, have it pulled up to the grassy area between the sailing school clubhouse and FYC clubhouse. Much of the south parking lot – down to the south ramp – is in the flood plain. Rick and I have seen items floating there over the January thaws and in spring.

Amidships - condition of being surrounded by boats.

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

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

Berth - a little addition to the crew.

Bare Boat - Clothing Optional.

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

Calm - Sea condition characterized by the simultaneous disappearance of the wind and the last cold beverage..

The Experience of a Lifetime

The following is Brad and his Dad, Jens, Blog from the Laser Worlds 2009 held in Halifax. It is a wonderful read.

Two past members of the FYC also participated in the Worlds – Steve Carroll (in the Masters) and John Rae Jr. Just goes to show the caliber of sailors our club has out there!! This and Ken Dool who is a coach for the Canadian Olympic team. S.Goldt

ED Note: Photos included are from www.capizzano.com



Brad's Blog from the Laser Worlds 2009

Saturday, August 15, 2009 First Visit to St. Margaret's Sailing Club

Brad and I went to the St. Margaret's Sailing Club, host of Laser Worlds event. Lasers were everywhere. Some sailors that had booked the use of the new lasers for the previous week were going out for some practice races. As Brad had not booked a supplied boat for the previous week, he was told that he would be assigned a boat until Monday.

We found the local tourist information center where we got free Internet access and checked our emails. We also inquired about bike trails since we had brought our bikes along. The roads here are pretty tight and bendy with hardly any shoulder to ride bikes on. We were told about a reclaimed train track trail that was only several minutes away. So, Brad and I took off on the trail. We road for 3 hours, and it was a good workout. **Written by: Jens**

Sunday, August 16, 2009 Biking along the Waterfront

We went to the sailing club to see what was going on today. There is free Internet access there, so we checked our emails. Then we drove to Halifax and rode our bikes along the waterfront, to Point Pleasant Park. After walking the waterfront, we drove back to the motel. Tomorrow things will start for Brad, as he should get his boat. Can't wait to see him on the water. **Written by: Jens**

Monday, August 17, 2009 [Happy to Be in the Boat Again](#)

After picking up my chartered boat (which were randomly selected by drawing numbers), I spent most of the morning sorting out my rigging and setup. It was hot and I was doing all of this in the sun. I drank two Gatorades just from sweating.

Finally, I got my sailing clothes on and hit the water. On the sail out, I received a few good splashes to the face and consequently, the taste of salt. The breeze was about 10-15 knots with some steep waves. I was really happy to be in the boat again, especially sailing in waves. I sailed for a while with 2 guys from Great Britain then decided to head back in, after about 3 hours of sailing.

The Baybreeze, the motel that we are staying at, has a number of the competitors staying there: Germans, Japanese, and a bunch of Spanish speaking sailors from South America. The Japanese sailors are in the unit beside us. We had a long conversation with Ian Hall, one of the Japanese sailors, about all things sailing. Written by: Brad

[The First Sail](#)

It was an early start today, so Brad could pick up his supplied laser. He got Laser 196127. All the lasers here start with the numbers 196, so the race committee will only have to record the last 3 numbers. Brad then had to put the "CAN" country code designation on the sail. He spent the rest of the morning putting his ropes on the boat.

It was mid-afternoon when he finally got on the water. After he left, I jumped in the van and drove the main road towards Peggy's Cove looking for a place to watch the sailing. I knew I wouldn't be able to pick out Brad, but I just wanted to watch. About 10 km up the road, I started towards the water on side roads; there were a lot of them. However, I could not get a good view and that was quite frustrating.

The place we are staying at is on the other side of the bay, which I now think should give better viewing, but its 30 minutes away by car, and the road is very bendy. Written by: Jens

Tuesday, August 18, 2009 [Inspection and Rabbit Starts](#)

We arrived at the sailing club at about 8:45 to get a front row spot in the boat measurement line. The boat inspectors were checking rigging, sailing number placement and foils. My boat passed inspection, which took only about 5 minutes with several inspectors checking it.

After inspection, I called home and my girlfriend to see how things were going. Following some lunch, I hit the water again in nice breeze blowing a solid 15 knots. I joined in with a huge group of about 70 or so lasers. I thought our rabbit starts with 5 or 6 lasers were interesting, till I tried it with 70 boats. Most can't even see where the rabbit is, because of the large number of boats lined up.

I did a couple of short races with this group until Sam Fuller (another Canadian representative) and I sailed upwind for a while. When we decided to start heading back downwind, I was able to consistently catch waves and keep the boat moving well. After more messing around in the waves, we decided to head back in as did most other lasers who were on the water. **Written by: Brad**

[Searching for More Viewing Locations](#)

After Brad started sailing, I took off in the van to check out the other side of St. Margaret's Bay, looking for some viewing locations. I found this side WAS better for viewing but it's still a long distance away. I wasn't able to pick out Brad, but it was still good to watch. **Written by: Jens**

Wednesday, August 19, 2009 [Practice Race](#)

I rigged up today in the usual warm temperature we have been having here. The breeze was slowly, but nicely, building on the sail out to what seemed to be the race area.

I have been sailing with fellow Canadians, Sam Fuller and Rob Hemming, who are both from Ottawa. We sailed upwind for a bit to get warmed up and then downwind to the starting area to get ready for the practice race. There were only about 45 boats taking part in the race. By now, the wind was starting to blow fairly strong - about 20 knots from the southwest.

Looking from the start line up the racecourse; the windward mark was barely visible. It was a long way up there. After the start, I decided to try the right hand side of the course. The upwind leg was so long that the separation between boats on the right and the left sides was huge. The breeze seemed to be building more as we sailed upwind. I was pleased when I decided to tack back across the fleet and was clearing most of the boats. I rounded the top mark in 6th place and started flying on the reach. The boat was humming as I was slicing through the large waves. By the downwind mark



Brad is 196127 4 full sails from right

most of the boats were deciding to call it quits to have healthy legs for the start of the competition tomorrow. **Written by: Brad**

[Opening Ceremonies and an Approaching Hurricane](#)

Today is the opening ceremonies and an official practice race, which should include a race committee (I hope). I have to juggle work and viewing time in order to see as much sailing as possible. I am going to do as much work as I can today to clear the decks, so I can get back to watching the activities.

Earlier today, I had a conversation with a fellow who told me that from Sunday to Monday, we could get hit with the tail end of Hurricane Bill. Apparently it could still be a category 1 hurricane. MMMM



It is much hazier today than the previous days. From where I sit in the clubhouse, it seems to be windier than before too. I just checked the club weather station, and the wind is gusting 25 knots (about 50 km/hr). **Written by: Jens**

Thursday, August 20, 2009 [Day #1 Post-Race Discussion](#)

I asked Brad what he must do differently tomorrow and he said that his starts and upwind legs were okay, it's the downwind technique that he must improve on.

The problem is that we (Fanshawe Lake sailors from London) sail on a relatively small body of water, which does not produce the ocean waves needed to practice and perfect downwind skills. This is the Laser Worlds. For the majority of sailors here, sailing is their job. That's all they do. They are here with professional coaches and coach boats, that follow them around on the water like shadows during their practice sessions, and to improve their results, they have on-the-water discussions while waiting for their start about the previous race.

This is not news to us; we see it at almost every out-of-town regatta we go to. Brad heard one of the Canadian National team sailors say that they have been practicing here at St. Margaret's Bay all summer, with coaches, and coach boats. It's going to be a tough regatta. **Written by: Jens**

[The First Race Experience](#)

Well today was the first day of racing. The bay was filled with a sea of sails as everyone launched their boats and sailed out to the racecourse. I was placed in an extremely tough red fleet and was the last of the three start sequences.

After waiting for the yellow fleet (which had five general recalls) and then the blue fleet, it was finally our start. I had a decent start in a cluster of boats and soon had to tack to find clean air and water. I rounded the first mark about mid fleet, which I was pleased with considering the calibre of sailors I am racing against. But I was soon passed by boats when I turned to the downwind leg of the course. I expected this, though. I am able to go downwind in waves fairly decent but with the company I was racing with, "fairly good" doesn't cut it.

I finished the very long race pretty deep in the fleet after picking the wrong side on the second upwind leg. I placed 48th in my group. The second race was similar. Mid

fleet around the top mark but bad shifts seemed to haunt me today. I finished 44th in the 2nd race.



I am looking forward to being put in a different fleet for another day of racing. All and all, I am having fun and learning lots! **Written by: Brad**

[Laundry Landlover](#)

Today's racing is over, and I will let Brad write about his time on the racecourse. Today, I was still juggling work and wanting to watch the racing. So I worked in the Internet area that is set up in the club house until early afternoon, then drove to the other side of St. Margaret's Bay, to watch... and do laundry. It seems that Brad didn't bring enough shirts to get him through without having the laundry done. Lucky for Brad, the Laundromat is one of the viewing spots I found the other day.

After the laundry was done, I drove to another location, which was better for viewing. With binoculars, I was able to see the boats, but really could not take in much about the actual racing.

I have heard that the race committee has already decided to cancel the Sunday racing because of Hurricane Bill. This has not been officially announced yet, but I think that it will happen tomorrow. It seems that all the lasers will be stacked into the clubhouse and other areas for protection from Bill. All the sailors are expected to help in the stacking operation, even though these are not their own boats. That will be something to see. **Written by: Jens**

[Day #1 of Official Racing and Qualifying](#)

The opening ceremonies took place last night at 6:30. An RCMP band marched in, leading a group of dignitaries. After the speeches, a meal was supplied in the competitor's village tent.

Today is the first day of official racing. The sailors were split into 3 groups (each group having around 56 boats), with Brad being in the red group. Over the next 4 days, each group will sail against the other groups to determine the fleets for the medal races. The results of these qualifying races count in the medal rounds. Brad tells me that the red fleet is really stacked with many of the best sailors, so he is in for a rough go right from the start.

Fog Sailing Frustrating, like Racing Ghosts

Just to put the worlds into the right perspective, the fellow who won the North American Laser Championship this year, the largest laser regatta in North America, placed 36th in the bronze fleet at last year's worlds in Australia.

It is weird; I have heard from Brad (and others) so many times, the names of the top laser sailors. When I finally see them, it turns out they actually look human. For instance, I saw Paul Goodison from England, ranked number #1 in the world. I don't think he can walk on water. **Written by: Jens**

I am also hearing a lot more buzz about the hurricane...

Friday, August 21, 2009 [Day #2 Post-Race Discussion](#)

When the sailors launch their boats to head out, they have to hand in their name badges and then retrieve them when they come back in. Today, the race committee told everyone to make sure they grabbed their badges. I bet they were relieved when they found out that all the sailors were back.

I'm sure there are a lot of interesting stories from the other sailors; I hope to hear a few. I saw some of the official pictures from today, and in some, the race committee could not see the other end of the starting line when boats appeared to be starting a race. If in fact they were starting, that would be totally unfair to all of the sailors.

We were discussing the racing afterwards, and it was noted that someone could have easily just turned downwind at any time, instead of going to the windward mark. No one would know the difference. Given the pressures of doing well at the world level, this would not surprise me at all. A person could have sat a couple hundred yards upwind of the starting line and wait for the starting gun, and then take off. No one would know.

I told Brad and one of his buddies that they should protest the race committee for allowing today's race to count. But, they didn't feel strong enough to go that far. I hope someone protested.

The winds today were about 12 knots (24km/hr), so the boats weren't just gliding about out there. Potential for collisions would have been very high.

After watching the news tonight, I think it would be wise to stock up on some groceries. After Bill, we might not be able to get food for a while. The race committee said they want every one there 7:00 am Monday morning, to help set things up for racing again. Bill might have different plans. **Written by: Jens**



After being disappointed with my finishes yesterday, I was ready to improve today. I was in the blue fleet and the second start sequence out of three.

After a few general recalls for the yellow fleet, my start was next. I started close to the committee boat end and sailed the right hand side of the course. Oh, and I forgot to mention the FOG: so thick that it was basically impossible to see anything! And I mean anything.

I found myself alone, sailing upwind on the right hand side of the course. I decided to cross back toward the middle. Crossing a fleet you cannot see is difficult - boats just appear out of nowhere. After crossing back for what I felt was a suitable distance, I tacked back to head to the right again.

The fog was getting worse and the visibility was basically 50 feet in any direction. At this point, I was lost and seemed to be following the person in front of me, who was no doubt following the person in front of him. This was not fun sailing and really annoying because I couldn't believe the race committee was continuing with the race.

It turned out I over shot the windward mark by a long way. I was very frustrated to find I was basically the last boat. Or who knows, anybody could have skipped marks. No one could tell. The fog cleared a little and I was able to catch a few boats by the end of the race (well, if that's what you call it). It was very frustrating; I was all ready to improve today and then something out of my control messed things up.

The fog cleared for the start of the second race. As soon as we started, the fog came back. And again, it was thick, so I once again found myself having no idea where I was going and not knowing how far away the marks were. I sailed to the left side this time and it seemed to be working well.

It felt like I was sailing by myself again because no one was visible anywhere. Some boats would appear and then I would look again and they were gone. It was like racing ghosts. I ended up following another boat that seemed to be bearing off to more of a reach. I was getting even more frustrated thinking of the last race and how I was so messed up because I couldn't see a thing.

I rounded the top mark in about 15th place. I was instantly relieved and was getting ready to take on the downwind leg when the race committee sounded 3 horns, signaling abandon race. Okay, to say I was mad was an understatement. The conditions were exactly the same as the previous race and the race committee let that race stand. Everyone was sent back to shore, and the race officials were calling it a day. This was definitely an interesting day and a patience testing one at best. However, I hope tomorrow will have some more positive moments! **Written by: Brad**

[Imminent Hurricane a Menace for the Worlds](#)

The racing was supposed to start at noon today, since the race committee needed to get 3 races completed and 3 more tomorrow, to make up for no racing on Sunday thanks to Hurricane Bill. Yes, it's official now: Bill has cancelled the Sunday racing.

Around noon, I went up to the van to grab a bite for lunch. I looked out over the bay and could see a small section of some active weather. It was looked foggy out there, so I figured that I might as well keep working today, as viewing would be useless.

So, I'm in the internet area of the club house, and I start hearing the broadcasted reports from the race committee out on the course. They are having a difficult time setting a course due to the fog. They said visibility was about 0.5 miles, and the windward mark was set at 1.7 miles. Later, I heard the fog was thickening.

I could just imagine the sailing conditions, having sailed in dense fog myself. It's not fun. The race committee managed to get one race in. Things must be getting better, I thought. That's the last report I heard.

Throughout the afternoon, I saw people measuring the rooms in the club house. They are planning the boat storage for the time when Bill will be raging outside on Sunday. After the racing on Saturday, all the boats must somehow be put into secure shelters.

At about 5:30 pm, I saw the first Lasers returning; the racing was over. Better shut down my computer, and help Brad. I asked Brad how it went and it was clear that if Bill was not in the picture, today's racing would have been cancelled; but the race committee NEEDS races. **Written by: Jens**

Saturday, August 22, 2009 [Race Day #3](#)

It's Saturday morning, and fog is in the bay where the sailing club is located. I'm not convinced that any sailing will be done today.

Well, guess what, there were 12 protests from the blue fleet about yesterday's racing conditions. That is the fleet that Brad was sailing in. The race committee has decided to throw out the blue fleet's race. The red and yellow fleets did not protest, so their races count.

At the coach's meeting today, it was announced that yesterday's blue fleet, will have to re-race yesterday's race at 12:00 today. The other fleets will not start until that race is over. Today, Brad is in the yellow fleet, which is the normal 1st start every day. That means that Brad will have 2 races, back to back, if the fog lets them.

We were also told that tonight is summer high tide, which is 2 meters higher than normal. We should also expect a 3-meter storm surge on top of that. If this happens, we could have wet feet where we are staying. We will have the van packed and ready to go to higher ground tonight, just in case.

As Brad is launching, the fog appears to be lifting around here. Who knows, they might get some races in. With only yesterday's blue fleet out racing, there are a lot of people hanging around all over the place, waiting to go out. I have not heard any reports from the racecourse yet on the conditions out there, but at the clubhouse, the wind is blowing pretty good, and the sun shows up from time to time. **Written by Jens**

Sunday, August 23, 2009 [Thank You to My Supporters](#)

I would like to thank all those who contributed financially to help offset the cost of my Laser Worlds experience. Without you, I would probably be sitting at home, dreaming of this event:

- Hannah Waitschies and family
- Brenda Collins
- Helga and Bill Cousins
- JDE Marine
- John Kabel
- Fanshawe Yacht Club
- Michaela Huard
- Jens and Sharon Biskaborn
- Doreen Greene
- Monica Maitland
- Betty and Steve Dietrich and family
- Phil and Connie Barton

- Barbel and Harold Brummer
- Ute and Leroy Martin
- Wonderland Dragon Boat Club
- Gayle and Mark Lemieux
- Karen Hernandez and family
- Evelyn and Patricia Nolan
- Kevin Biskaborn and Script Reaction
- Amy Biskaborn
- Kellogg's Supervisors
- Maria Extencicare
- Rob Perquin
- Kellogg's

Thank you to all of you and of course, all my supporters back at home! Written by:
Brad

Bracing for Bill

Its 10:30am as I write this. The rain started at about 9:00 am. It's just been a steady rain, and at this point, the wind is blowing from the east at about 10-12 knots (20-25km). I woke up at about 5:00 am and had a peak out - all was calm - not what I was expecting.

At 6:30 am, I went outside and took a couple of pictures and decided to go for a bike ride, as Bill seemed to be late in arriving. I rode the same bike trail that Brad and I took a week ago. I noticed an ocean freighter anchored in the bay, he must be going to ride out the storm at anchor. I rode for 2 hours, and got back just as the rain started.

Yesterday, after Brad went out, the other fleets hung around for about 2 hours, before they were given the horn to go. I worked for about another hour after all the sailors were gone. I heard a radio report from the race committee that they were on the other side of St. Margaret's Bay, near the viewing spots I had used before. So, I went with Bill Fuller, and his friend Kelly, over to that side, to watch some of the races.

Using 20x binoculars mounted on my camera tripod, I was just able to make out sail numbers when the boats reached the bottom of the course. When we thought that the first boats were heading back to the club, we packed up and drove back, just in time to see Brad getting back.



Preparing for the hurricane – storing boats

After de-rigging the boats, all the boats were brought into the buildings and stacked against each other, either on their sides or on their transoms. Then it was off to sit out Hurricane Bill. **Written by: Jens**

Written by Brad - We were greeted by fog again today when we arrived at the club. The Race committee decided to cancel the only race the blue fleet completed on the previous day due to the condition (see previous entry). So it was decided that only the blue fleet from yesterday go out an hour early to race there make-up race. After that race I was put into the yellow fleet. So I rigged up and hit the water still covered with fog. We actually had to wait at the channel mouth for about an hour waiting for the fog to clear. Once out on the race course the wind was blowing fairly hard and temperature was a little cool. Then literally when the RC set up the sun came out and the wind lightened up. The light wind didn't last too long and by the start of the first race it was about 10-15 knots and stayed that way throughout the day. The first race went pretty well with the usually mid fleet first mark rounding and then losing some boats downwind. I found a bit of a groove the second downwind leg and held off a few more boats from passing on way to a better finish. Today, I am in the yellow fleet, and that means I have to start another race immediately as yellow is the 1st normal start. No rest time. I didn't get too many shifts go my way and struggled throughout the race managing only to beat 10 boats. The last race of the day, once again no rest, I was starting to feel tired. Having only had two power bars to eat the entire day and a Gatorade, I was feeling it. In the last race, I had a bad start, covered by other boats, all taking my wind. Again, the first halve of the race was a struggle. I hit some good wind shifts the second upwind leg to pass a number of boats, only to have my race fall apart when German sailor decided to force me to the wrong side of the course, and then decide to literally stop me by luffing me up near the finish. This caused me to loss a number of boats at the finish line. I finished well back in this race.

On the sail back in to the sailing club the intense thick fog returned and visibility was minimal. After sailing back to the general direction of the club I found the channel and pulled the laser out of the water. We then had to completely de-rig the boat for storage until hurricane Bill passes. All the sailors have to be at the club for 7:00 am Monday morning to pull out all the boats to race again.

Monday, August 24, 2009 No Wind, Just Dolphins

The lasers were sent out for a race to start at noon, but the wind did not show up. The sailors floated around for 5 hours, before the race committee finally gave up and abandoned the race. All the boats were towed back in. Frustrating for everyone concerned. Brad told me that the highlight of his day was that he and his friend Sam Fuller got to mingle with a group of dolphins for about 15 minutes. Other than that, it was a long day.

Tomorrow, the 1st race is at 11:30, and Brad has been put into the bronze fleet, so he will be in the 3rd start. The plan is to have 3 races. Brad has no problem being in the bronze fleet, he knows it will be very tough to place well in that fleet. I have made plans to go out on a spectator boat tomorrow. Hope the wind shows up.

Written by: Jens

Massive Waves at Peggy's Cove

Hurricane Bill was a bit of a fizzle for us. We waited until mid-afternoon at the motel and the wind was up, but not what I was expecting. It rained for a few hours, but not in the volume I thought we would get.

Brad and I decided to drive to Peggy's Cove, as this might be the only time we would have the chance. As we got closer, every view of the water was wilder than the one before. When we got to Peggy's Cove, we were greeted by a spectacular view of the largest waves I have ever seen in person. Words really cannot describe the scene. Brad and I sat and watched for quite a while, trying to take it all in. I did take pictures and video.

This is Monday morning, and we were at the club at 7:00 am. By 8:00 am, all the boats had been removed from the buildings, and things put back to normal. Now, we are waiting for the wind to pick up, so the racing can start again. **Written by: Jens**



Wednesday, August 26, 2009 Bad Luck All Around

Tuesday Aug 25 – Evening - Written by Jens What I should have written in the last line of my previous entry was, I hope the spectator boat shows up. I walked 4 km to the Shinning Waters Marina where I was told that the "Delovers", the boat that I was assigned to, was to pick me up. I was there ½ hour early, at 12:00, and waited. I looked around, no Delovers, so I asked at the marina if they knew where this boat was kept. Yes, at the Hubbards marina. That is on the other side of the bay, past our motel. That's like a 40-minute drive. Somehow the paperwork got screwed up. So I walked back to the club, jumped in the van, and drove up the Peggy's Cove road, trying to find a viewing spot on this side of the bay. I found one, just down the road. The course was quite a ways out, and I could barely make out sail numbers. But trying to find Brad's number was not easy in a sea of white sails, and white hulls. I managed to see him a few times, and managed to follow part of a race.

When Brad came in, I could tell that he was upset. Apparently, he had been doing very well in a couple of races, only to lose many boats when huge wind shifts came in with him on the wrong side of the course.

Written by Brad - I can't remember the last time I have been so unlucky sailing. The frustrations continued again today for me. Not because the other sailors are better (ok they are good), but because I can't get a wind shift to save my life! First race started off with a bad start and bad wind shifts to put me close to the back of the

fleet. The next race I had a much better start and was about in 10th place at the top mark. I maintained that position on the reach and downwind leg. On the second upwind leg, another huge wind shift and I lost 30 boats.

In the last race of the day, the frustrations continued, when exactly the same thing happened. Doing very well for the first three marks of the course, then on the second upwind leg, another massive right hand shift came in while I was on the left side. I was on the wrong side of two huge wind shifts from two different directions in the last two races of the day! Talk about bad luck!

I can only hope my final day of racing will be better before Dad and I drive home. Missing everyone back home!

Friday, August 28, 2009 Final Day

Wednesday morning, we were greeted with fog again, at the motel, and at the club. That means that the entire area of St. Margarets Bay is probably fog covered. The race committee said that they would send out some motorboats to scout the area, before they would start the races. After a while, they sent the sailors out. The fog was not as thick as Brad had raced in before, but visibility was only a couple hundred yards at the club, so I wasn't going to bet that any racing would get done. After Brad sailed off into the fog, I decided to bike ride over to the viewing spot I had found on Tuesday. When I got there, the fog was no better than before. I could not see the fleet of Lasers; I wasn't even sure where to look. Once in a while, I would catch the glimpse of a boat, but the fog kept swallowing them up. I sat there for a few hours, watching the waves crash on the rocks, before I decided to head back to the club. I just got my bike loaded onto the bike rack on the van, when I noticed a couple of lasers already pulled up onto the shore. Then I see Brad pulling his boat up the hill. I'm confused. Where are all the other boats? Brad was in the 3rd start, had he should have been one of the last ones back in. Not that I was complaining, that meant he could get his leased boat checked out and returned. That was going to be a long line-up. We had already decided that we were going to skip the closing dinner, as we were anxious to get going on our way back home. We got driving at about 5:30 pm, Nova Scotia time. We got passed Montreal by 8:00 am, and got home around 2:30 pm Thursday. Glad to be back.

It's been quite an experience for Brad and me. I know Brad was disappointed with his overall finish, but he got a chance to play with the big boys. **Written by Jens**

Written by Brad So it's the final day of racing and guess what? It's foggy again, but much colder today as well. We sailed out through the thick fog to the other side of the bay where the sun was shining and the wind was blowing. The wind was about 15 knots and building. We were greeted with large steep waves with the occasional really big roller. Another feature to the day was intense amount of weeds in the water. They would literally stop the boat when they got attached to the centerboard and rudder. After waiting for a while for the Gold and Silver fleet to start it was our turn. I had a decent start but the theme of the regatta of picking the wrong wind shift held for the first upwind leg and I rounded the top mark well back. I lost a few more boats on the downwind leg. I managed to play the shifts well the second upwind and held off the boats behind me finishing much better but still not where I believe I

should be placing. At the end of the race I realized my rudder blade had tilted back a fair amount, this is not good for boat speed. My unlucky ways continued when I tried to tighten the rudder blade rope, only to realize my rudder line had broken. I tried to fix this, but with no luck, now I am starting to panic about missing the next race. I notified the race committee about what had happened, and to my surprise, they gave me a new rudder. Now trying to change my rudder and tiller on the water was not the easiest thing to do quickly let alone trying to do this in large waves and strong wind. But I managed to get it done, only to have the bronze fleet race abandoned and our fleet was sent in! Wow talk about being in a panic for nothing.

So all and all I had a lot of fun and know the areas I need to work on. I was not too happy with my overall placement due to the unlucky shifts and things that had happened to me. But all and all it was an awesome experience and I thank everyone for their help and support!!!!!!!



Brad is second sail from left



Brad is third sail from left 169127

EVENTS CALENDAR

FYC Executive Meetings first Monday of each month
FYC General Meetings for club members third Thursday of each month over the winter

Oct 3/4 **Pumpkin Regatta (OPEN)**
 OCT 7 Wednesday informal racing 3PM and 6 PM
 OCT 8 Thursday night Laser race 6 PM
 OCT 14 Wednesday informal racing 3PM and 6PM
 OCT 15 Thursday night Laser race 6 PM
 OCT 17 **Fall Work Party #2** 29
 OCT 18 **Fanshawe Park closes for winter**
 OCT 24 **Fall Work Party #3**

NOV14 **FYC Annual Banquet**
 NOV 26 **AGM Budget Meeting** - 7PM HMCS Provost, 19 Becher St

Sailing School Schedule

The sailing school has reached its season end. Boats are being used yet by leasing members of the club

LONDON DRAGON BOAT CLUB INC

(formerly WONDERLAND DRAGONBOATS) - [Now two teams at FYC!](#)

ROWBUST DRAGONBOATS - 10th Anniversary Year!

New Treasurer Required

Regretfully, our treasurer Wayne Henderson has decided to step down. We wish Wayne well as he spends more time with family and pursues his other passions of golfing and motorcycle touring. Wayne has done a superb job for us and we can't thank him enough.

Wayne's departure has opened up the position of treasurer and we would encourage any member who has book keeping/accounting skills to step up and join the Executive in this capacity. Interested individuals should contact Mark via email at; Mark7anderson@yahoo.ca to arrange a meeting. Once again, we wish to thank Wayne for his professionalism and dedication to the Fanshawe Yacht Club.

Regards, Mark Anderson