

Fall 2008 – sailboats and dragon boats at the main dock

2010 Executive and Contributing Positions

Commodore	Brian Hurst
Vice Commodore	Doug Carey
Rear Commodore	Roy Elworthy
Past Commodore	Mark Anderson
Fleet Captain	Marc LaCoursiere
Treasurer	Wayne Henderson
Secretary	Jack Blocker
Sailing School Director	Peter Wilkins
Nominating Committee Chair	Mark Anderson
Membership Chair	Nina Myers
Public Relations Chair	Mike Morris
Communications Committee	Sue Goldt
FYC Scuttlebutt Editor	Sue Goldt
Harbour Master	Rob Perquin
Dock Marshal	Simon Barbe/Peter James
Parking Area Marshal	Brian Perry
Boat Master	Jim Mackenzie
Safety Officer	Ross Green
Sportswear Coordinator	Lori Chesman
Web Site Coordinator	Kevin Biskaborn

2010 FYC Executive



Peter Wilkins Mark Anderson Jack Blocker Marc LaCoursiere Doug Carey
Sailing School Director **Past Commodore** **Secretary** **Fleet Captain** **Vice Commodore**

Brian Hurst, **Commodore**

Absent: Roy Elworthy, **Rear Commodore**

Inaugural Address of Our 2010 Commodore – Brian Hurst

I am really looking forward to the upcoming year as commodore and thank all of you for this tremendous opportunity. I will try my best not to let you down.

I'd also like to thank Mark for being the commodore for the last year.

I would like to share with you some of my goals for the upcoming year.

First of all, I want to focus more on the social aspect of the yacht club. We have a great facility and I don't believe we use it to its full potential. I'd like to see more events that don't necessarily involve racing. I will be proposing a couple and would encourage the membership to come up with their own suggestions.

Secondly, we need to encourage more members. Our membership numbers have been decreasing? How do we stop this decline and where do we find new members? I will be sending out a questionnaire through our e-mail and hopefully I will get a sense of where the problems lie.

We need to get control of our finances. In a way this is closely tied into my second goal. Without encouraging new members we are going to see a decline in revenue through membership dues. We also want to make sure that the people using the facility are paying their dues and abiding by our rules.

Our facility is not getting any younger and it needs work to keep it up. I'm happy to turn this responsibility over to Doug. We'll be looking at improvements during the spring work party and looking for volunteers to head up certain teams throughout the summer.

We also need to look at the sailing school and make sure it is profitable. I have complete faith that Peter will turn it around in 2010 and encourage the membership to support him. I firmly believe that the students of today could be the members of tomorrow.

I'd also like to see some one design regattas. For example, we have a great laser fleet with some really talented sailors and I'd like to see us host a large laser regatta in the future. I'm sure there are others we can host as well.

And let's not forget the paddlers. This group has been a great resource during the work parties and continue to volunteer for regattas and other events. I might even succeed in turning some of them into sailors.

All that being said; I believe that it will be an exiting year and I'm sure the council and the membership is up for the challenge. Let's just hope the weather cooperates.



The exchange of gavel and Commodore's tie to Brian Hurst from our 2009 Commodore, Mark Anderson

Fleet Captain Report for the 2009 Season – Rick Goldt

Preparation work in the spring is key to getting off to a good start to the sailing season.

First work parties wrestled with checking and refastening barrels to the floating wood docks. Some metal patches were required to get some of the docks through the rest of season. The sailing school docks needed some reinforcements again, becoming an annual occurrence now coping with missing straps and barrels trying to pop up through the decking. We need to keep working on funding opportunities, possibly learning more how other sailing entities get theirs.

Our ramps to the floating docks were rebuilt to be a little more durable and were extended. One of them could use a bit more anchoring and support at the shore end. It was our hope with a funding application that a better shoreline platform for anchorage of the ramp could be built that would make getting onto the docks much safer. Making the connection safer if funding is not obtained should be a future priority.

The club and sailing school started off the season with refurbished boat dollies and they seemed to make it through the season relatively unscathed.

With the purchase of new larger floats some necessary mooring replacements were undertaken this year. A considerable amount of new messenger chains were sorted and laid. More is to be on order this year. If you use your compass on this lake chances are there'll be considerable variations you'll need to account for with the amount of chain we've donated to the lake in our harbour.

Almost in time for the sailing season a major tie back repair for the main dock was completed during a fortunate dry weather streak in the spring weather where water levels could be lowered. For the repair budgeted this year the work is best planned for the spring if drier weather occurs or in the fall at the end of the season. Getting the repair in and getting the walkway restored takes some time. In any case plans should be drawn up soon after the spring runoff if possible.

This year again perforations in the barge will need some repair. I hope it wasn't caused by our lease to the rowing club late in the year. Other repair work is also necessary on the main dock. I hope we can continue to convert to carpeted bumpers over the tires along the dock as one better solution to having the back breaking job to dispose of tons of carpet at the end of the season.

For the executive moving ahead don't forget the wealth of experience we have at the club. I would recommend we dig out some of the surveys, budget approaches and keep planning for the future, both securing our facilities and encouraging sailing participation and membership.

I'd like to thank Mike and Jamie, who were responsible for the main dock during the last 3 years, harbour Master Rob Perquin and Marc Lacousiere for tackling the mornings over that time. I don't think they can relinquish that work until they get the knots in the chains sorted out. Further Szymon Konorbis and Jim Mackenzie for each taking a tour responsible for the crash boats and row boats over the last 3 years. For 2010

we asked for an additional volunteer to watch over the south floating docks as well as someone to take on the coordinating role as Fleet Captain.



FANSHAWE YACHT CLUB SAILING SCHOOL

Report to the FYC Annual General Meeting - 21 January 2010

Highlights of the year 2009

The year began at the London Home Builders' Association Lifestyle Home Show with our information booth for the sailing school and the club. Once again, over two and a half days we talked sailing and sailing lessons to hundreds of show-goers, many of whom did not know that there was a lake in London, let alone a sailing club.

During February and March we sorted through several administrative items setting up publicity details, the registration forms and the information sheets, getting copies of the sheets out to the previous year's students and people who contacted us looking for information. In that time, we also reviewed our staffing needs and arranged the staff agreements.

April was time for the spring work parties getting the boats out and the docks in place. On the Victoria Day weekend, my wife, Kathy, and I drove to Maine to pick up the newly-purchased Club 420 for the Race Team.

At the end of May was our club Open House and the school participated as in past years. An information table was set up in the Clubhouse, committee volunteers were on hand to field questions on the school programs and to take registrations from interested students. School boats were rigged and ready at the dock with our instructors and race team members offering rides to interested visitors.

During June the main activity was the adult classes with two evening courses during the week and one each Saturday all through the month. The registration for the adult classes was good with a fresh bunch of eager new sailors.

July and August were busy with the junior program all day during the week. Because the summer school break was ten weeks, we offered five courses in White Sail and two in Bronze Sail. Each week, we offered bus transportation for the juniors. The race team continued with the Silver/Gold Sail program. The team competed in regattas at Sarnia, Port Credit, RCYC and Kingston. The racing season capped with the trip to CORK in late August. Our boats finished well in their fleets during the season, even with the switch to the 420s from Laser II. Once again, the race team helped at the school by organizing and

officiating for the season-end regatta for the junior students. During August we offered another adult course in White Sail and one in Bronze. The August courses were not well attended, but we kept them going to serve the students.

In September it was time to pack up the boats and, with the fall work parties, several staff, students and club volunteers pitched in to stow it all for winter.

In early November, I attended the OSA Learn to Sail symposium - this time at RHYC in Hamilton. The symposium is still a valuable event for us - an opportunity to network with volunteers and staff from other programs around the province and valuable information on the changes to the coaching levels from CYA.

Now - the numbers part.

We all know from the previous general meeting that it was not a good year, financially - a common ailment in many businesses this past year with the economy suffering as it did. As the registrations came up soft, we trimmed our expenses as best we could but much of it was already committed. In our regular sailing courses, the student numbers were as follows:

Junior program	47 White Sail in the 5 courses 12 Bronze in two courses 6 in the racing program
Adults	40 White Sail in 4 classes, 1 Bronze Sail

Thanks go out to specific volunteers who made it happen:

- Bobby Hampton once again taking care of the publicity and standing with me at both the Home Show and Open House
- Jens Biskaborn, Paul Chesman and Mark Anderson for their support at the Home Show
- Peter Norris who returned to his role as Instructor Manager for one last year, during the summer season and to Andrew Dittmer who stepped in a few times to help when we needed it.
- Paul Chesman again, for his help towing the race trailer to regattas
- the race team parents, for their help with transportation, accommodation and chaperoning the sailors at the regattas
- the "too many to name" work party helpers who were there when we needed the help

Over the past couple of years, CYA has been restructuring the coaching system for sailing in Canada. Some of the details are not complete and there seems to be some confusion in the community with how it all comes together. This has created some administrative problems with many instructors and coaches across the province and here at Fanshawe so we are taking the lessons learned and developing measures to reduce the confusion and smooth out the bumps. Since Peter Norris is no longer available to us as manager, we are working with Emily Durward to take over the manager duties and she is eager to help us out. We expect to take on two new coaches this year and we have two candidates in mind - both former students. It is handy to be developing our own pool of potential staff members.

At this point in the new year we are well ahead of our usual timetable with preparations for the coming season. It seems that the economy has stabilized somewhat so we are looking for a recovery of our class numbers.

Respectfully submitted,
Peter Wilkins,
Sailing School Director

Membership Chair- Nina Myers

The 2010 Membership Applications are delayed in printing this year until the UTRCA meet to discuss possible fee changes. As soon as this is decided, the forms will be mailed and made available on the club website. If you download the online form, you will need a second copy for your own records.

After July 1st 2010, the HST will come into affect for applications from this point on.

Last years membership was 103 members – 7 fewer than 2008 and 11 fewer than 2007. There were 39 members with the London Dragon Boat Club and 45 with the Rowbust Dragon Boat Club. There were 6 leasing members (12 in 2008).

Thanks to Kevin Biskaborn for all his help in making changes to the Membership Forms.

Request from the Sailing School Head Instructor –Bailers!!

Emily has asked if members could collect containers for use as bailers for the Sailing School boats – anything such as bleach bottles with handles will be great.

Treasurer's Report

The Club Treasurer, Wayne Henderson was not present at this meeting. The amended budget summarizing 2009 and projected for 2010 was not available at the meeting.

NOTE: As requested by some members, I have asked that the amended report be available as a handout at the Feb meeting.

The audit also has not yet been completed.

Secretary's Report – Jack Blocker

Jack reported a 16% decrease in inquiries to the club website in 2009. This may reflect the reduce number of contacts with the sailing school with the economic downturn.

The Sailing School will be contacting last year's students (emails of students were collected in 2009). Adult member grads will be contacted about the waving of the initiation fee for the first year of membership.



Rowbust Winter Report

While the weather today feels somewhat like spring, I'm sure winter has not left us for good!!! The Rowbust team is already hard at work preparing for the upcoming paddling season.

After a short break in October, we once again began training in November, thanks to our generous sponsorship by the Athletic Club. We train with Rosa in the Studio on Thursday evenings and have pool practice with Cheryl and Sarah on Saturday mornings. In December, Kim once again organized our annual contribution to assist a needy family. Early in January a new members meeting was held. We also held our annual meeting at the St. Thomas Golf and Country Club in January. Our new board of directors was announced at that time and will consist of :

President/Chairperson – Gail-Lynn

Vice-Chair – Carolyn

Treasurer – Joan

Secretary – Shirley

Member – at- Large/Communications – Laura.

Deb will continue to be our Team Captain and

Daphne will be our Registrar.

Our guest speaker in the afternoon was Bud Willis who spoke to us about his experiences as a marathoner and a guide for a blind runner at the disabled Olympics in Spain. Although plans have not been finalized for all the festivals Rowbust will participate in for 2010, many of our paddlers are already anxiously anticipating the International Dragonboat Festival in Peterborough in June , and the first ever National Dragonboat championship for Breast Cancer teams to be held in Whistler in early July.

Submitted by Rowbust member Lynne Aylsworth



Membership in the London Dragon Boat Club

(Formerly Wonderland Dragon Boat Club)

If you are interested in joining or would just like to learn more about dragon boating, please contact us for more details!

We are going to have an information session for anyone interested in trying dragon boating on February 21. Please send us an email for details.

Our club is always accepting new members. For more information, please contact us at info@londondragonboat.com

The Making of a Winner –or “The Saga of Mike’s Find”

ED NOTE: *In the December newsletter, presentation of a special award for a Wednesday night winner was presented to Dr. Ross Green by Mr. Doug MacKenzie.*



Following is a reply to that presentation by the winner, Ross Green:

If Doug Mackenzie’s story of my first sailboat win had not been published, the story I told my grandchildren would have been a lot different. Too bad the truth got into print!

Here is my version of the making of a winner. I first joined FYC in 1962 having purchased an eleven foot, cat rigged, Aikenhead dinghy. The boat never stopped leaking under my ownership.

The next step was when Mrs. Jack Payton of St Mary’s told me that Adrian Elderhorst had one of Jack’s Flying Canucks for sale. Adrian had found the boat in Kitchener. He didn’t need the boat. He needed the trailer. I got the boat for about the price of a new trailer and brought it to FYC and sailed it as often as I had time.

When I finally retired in 1999, I had time to do some serious sailing and got into Wednesday night racing.



Otto Biskaborn tried hard to teach me how to sail the Flying Canuk but he never got into the boat. All of his teaching was from the dock. I appreciated all of his advice but I never became a winning sailor.

On Wednesday supper breaks, I kept complaining about the boat being too hard to sail. John Burgess finally said, “You need a cruiser.”



Mike Morris spoke up and said, “I know the boat.”

It was in the parking area covered with plastic tarps, full of water, on a trailer which had sunk into the ground after 10 years storage.

To shorten the long story, I bought the boat “as is, where is”. Then I got pneumonia. One day when feeling sorry for myself because of confinement in the house, I looked out the back window and saw the boat on a trailer with new tires sitting in the yard—courtesy of Mike Morris.

That’s the boat that Larry and some of my grandchildren, with instructions from Mike Morris and Doug MacKenzie, got launched.



Brian Perry told me that it could probably pass his



inspection but he never gave me a sticker.



It was much easier to sail than the Flying Canuk but harder to

Jim MacKenzie told me what the jib tattle-

tails were for.



get attached to the mooring until Hans Schaffner told me how to rig the painter.

Doug MacKenzie told me how to get a few centimeters more when cleating the halyards.

John Burgess told me the boat would sail better if the forestay was tighter. I tightened the forestay but I’m not sure if I could have accomplished as much by tightening the backstay. I’ll have to ask.

Then Mike Morris told me that there is too much weight in the stern. The transom is slowing me down. The solution – a tiller extender. He supplied me some stainless steel hardware. That’s this year’s project.

Now with all the advice from the old guys at the supper table, I think I might get across the finish first again if I get a good enough head start and if John Burgess hasn’t set a course like 3-2-1-6-5-4----port side, twice around. My bladder isn’t big enough for that kind of course

End of “Mike’s Find” saga.

A Vibrant New Inexpensive Build-it-yourself Single-Handed Fleet at FYC for ALL Ages (at Last)

Introducing the Puddle Duck Racer



This new class has arrived at our fine club after some winter- sailing –net- cruising by Mike Morris who wrote –

“FYC needs a low cost racing class for young folks and I think I’ve found it. A new Opti pram is now about \$3000.00 The Puddle Duck Racer can be on the water for less than \$200.00!! 2 sheets of plywood, a 2x4, and a poly tarp are the main components. One fellow says he had the hull complete in 10.5 hours.

Check out –www.pdracers.com --.5 of these boats sailed the Texas 200 race last summer. 200 miles along the north shore of the Gulf of Mexico www.texas200.com. Silly but serious sailboats.

Would it not be great to see a couple a dozen out on a Wednesday night or weekend series racing? What say you all? Sailormike'

Then followed the following note from our Commodore, Brian Hurst-

'Please let the membership know that there will be a new class of boats showing up at Fanshawe this coming season. These boats are homebuilt and very economical. There are fleets across the US and Canada. Currently there are 5 under construction (at FYC). Members are welcome to build their own and contact Mark Anderson, Mike Morris or myself for input. (Brian Perry has also joined this group recently!) Plans and information about the boat can be found at www.pdracer.com.

Remember that even though the boat is a homebuilt boat it must still have a valid UTRCA sticker. Thanks. Brian Hurst

I checked out the site and it looks like an inexpensive way to develop a one design fleet that could be sailed by young kids to old- well- kids like me. It is sturdy, inexpensive and if you check out their website, a fun class. Suzanne



Ode to the puddle ducker

We face cynics, skeptics, and some even strife.
 We take criticism from strangers, brothers, and on occasion the wife.
 We hear calls of WHAT THE....? and now I've seen it all.
 Yet we're still on the water having a ball.
 Our rudders are plywood our sails are tarp.
 In a world of marlin we are merely a carp.
 We car top, truck bed, and some even trailer.
 Our pennants surveyors tape our bilge pump a bailer.
 Our love for these boxes may it never diminish.
 We may not finish first,
 BUT WE DAMN WELL WILL FINISH.

Sawdust and spray,
 Jason Nabors



To Enjoy Some Sailing Blogs – Try

www.furledsails.com

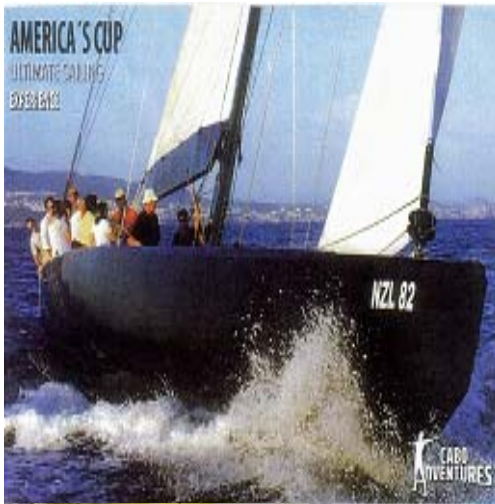


The Ultimate Sailing Experience with Marj and

Derek Innes by Derek and Marj Innes

As most of us know, Marj and Derek were long standing and very involved members of FYC until their move to Vancouver Island BC. Derek added the following note to this article:

I wore my FYC Golf Shirt several times on the 19 day cruise. He went on to say that one woman said she went to UWO and took Journalism (Chip Martin was in her class) and she often visited Fanshawe Park. Another man said he lived in Toronto and bought a used Laser from FYC many years back and has it at his cottage north of Toronto. He couldn't remember the name of the person he bought it from but said he was a prof at Western. You can sure get involved in a lot of conversation between floors 4 and 11!

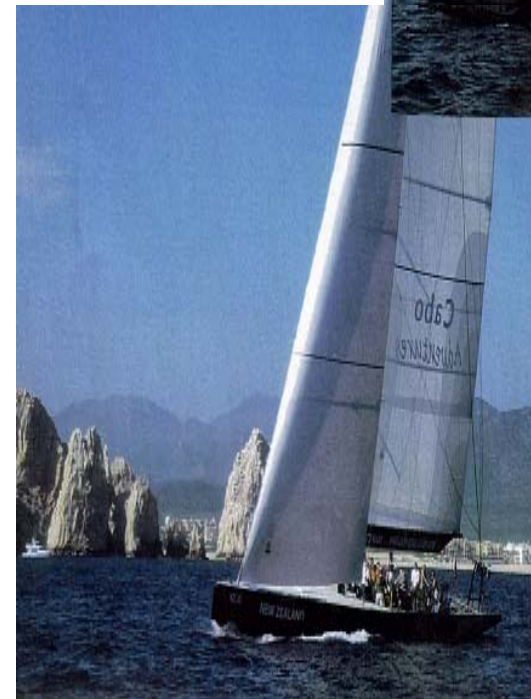
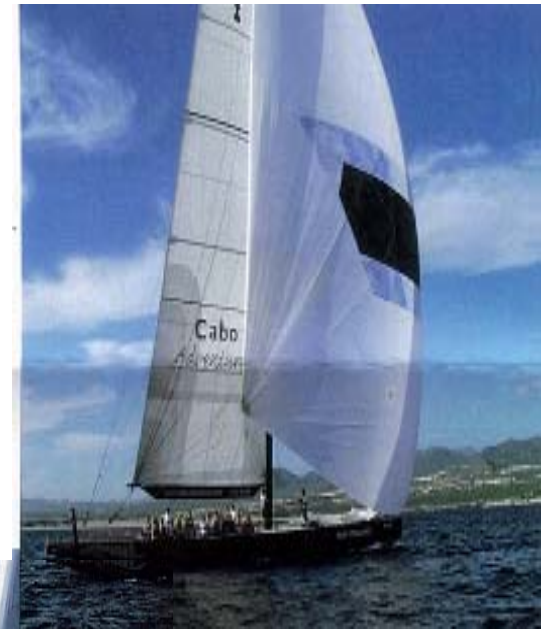


One of the items on my "bucket list" of things to do was to sail on a 12 metre America's Cup yacht (80' long). I did that in November at Cabo San Lucas, Mexico. (Marj went snorkeling at a different Locale that day. There were two New Zealand Yachts and tourists could go out and enjoy a 1 ½ hr match race. Interested people could take the helm on the downwind leg. Even with 30 people on board, these boats sailed effortlessly



We both needed a mental health break from babysitting 3, 6, and 100 year olds. Boarding a Holland-America repositioning cruise for 3 weeks in Nov. and traveling from San Diego, Cal to Santiago, Chili was just what the doctor ordered. Six days were at sea and we had 13 shore excursion stops in Central and South America. We traveled 10,000 Km on the "Veendam" – a mid-sized cruise ship (57000 tons and 1350 vacationers).

Note: one 82 old died on a shore excursion to Machu Picchu, Peru



At a shore excursion in Callao, Peru, Marj had an interesting experience near two "Nature Preserve" Islands out on the Pacific. We weren't allowed to land. **1st island** - penguins, frigates, boobies, pelicans, etc. **2nd island**- 10,000 sea lions on the rocks and in the ocean. The guide asked if any of the 30 people on board would like to go swimming. Marj was the only one to raise her hand and say "I will". She and the guide (both in wet suits)

A Red Letter Day for Marj Innes



As Marj got off the mid-sized Holland- America cruise ship Veendam at Callao (Lima), Peru, she had no idea what was in store for her that day. We both had chosen the shore excursion "Wildlife Lover's Paradise" as our choice of activities on Nov 14.



Two outboard motor boats carrying Vandeeem people (about 25 in each boat) were heading out to see two National Island Parks. We couldn't land for 3.5 hrs as there were no docks on either island.

1st island- penguins, etc
2nd island- 10.000 seals and sea lions.



The powerful swells with the long wavelengths had been rolling in all the way from New Zealand. That's what our guide told us. The noise of the waves and of the seals and sea lions was pretty astounding.



The guide surprised us when he stopped the motr and drifted near the seal island. He asked if anyone wanted to jump in. I thought it was some kind of April Fool's joke in mid November. Marj put up her hand and she said she would go if the guide went too. They both donned wet suits as the cold Humbolt current sweeps north past Peru. They were in the water 20-25 minutes. Marj was the only one of the 50+ Vandeeem tourists to go in the Pacific Ocean that day.



The wet suit, the salt water, and inflatable ring and all provided buoyancy. A few time's, Marj's face was less than a metre from these curious sea animals. Marj is braver than I'll ever be.





The man behind me had a video camera and was filming these curious seals as they followed our boat. He told me he felt like he was filming a documentary for the Nat. Geog. Channel He could capture all the noise too.



Before getting in the cold ocean, the guide told Marj he'd been doing this for 20 years so there was nothing to worry about. This Nov 14 event was a highlight of our 3 week cruise from San Diego to Santiago, Chile. It was a 10,000Km cruise!



daughter Sandra
Marj Innes
grandchildren Sam (3)
Olivia (6)



Son Greg – sailed the Green Lantern at FYC, then windsurfed
Now kite surfing in Mexico
Cousin Ed



Olive Newton – 100!
Much love from your extended families in Vancouver Island, Ontario & Texas

Marj's Mom at 100 yrs.

A Near Perfect Winter Holiday

Submitted by our long time member now afar – Derek Innes

Greg Innes, who sailed and raced a Dart at FYC back in the late 1980's and into the 1990's has graduated from sailing cats to windsurfing and now into kite surfing. For four winters in a row, he has been able to drive to the La Paz area of Baja Mexico to indulge in his passion for this extreme sport.

Since he owns his own business on Vancouver Island, He's able to be in Mexico for 2 1/2 months. It's always sunny with temperatures in the high 20's every day. And when the wind is blowing, he's out for 3-4 hours.

Last week he called his parents, Marj and Derek,, to tell them what happens on a typical afternoon the Sea of Cortez. He and a group of like minded sailors gather their gear up and get into a friend's large van. They drive upwind 10-15 km and then get all set up for a remarkable sailing adventure. By broad reaching and gicing, they all sail downwind in the "shoulder high" waves for several hours. Greg tells us the most fun is surfing down these huge moving mountains of water. When they get a gust, one might become airborne for a few moments.

It's a great way to spend a winter holiday if you are a committed sailor like Greg is.

Derek added a sticky note to this article saying –"Sue- I said 'near perfect' as the water is a bit cool. They all wear wet suits"

Boating Safety- Rescue Streamer

ED NOTE: Specific products are not generally endorsed in the SB but this idea seems very reasonable and simple for use on the Great Lakes too.



We kept wondering why they couldn't see us.'

It's an all-too-common scenario in search and rescue missions; aircraft fly overhead, unable to see survivors. No matter how much they flail their arms, people are little more than a speck.

Stories of rescues across the world are peppered with how difficult it is to find a life raft, let alone a lone sailor in a life jacket in turbulent - or even calm - seas.

Now there's one of those inventions that are so obvious that one must wonder why it hadn't been thought of before - it's called the RescueStreamer.

RescueStreamer® is the brainchild of geo-chemist Dr. Robert Yonover, based in Hawaii. However, it took Dr Yonover's own near brush with death to start him thinking. It was born following, not a sea incident, but a frightening single-engine Cessna flight. He wondered how he'd be seen, let alone rescued.

A week later, Yonover saw the pink plastic large scale wrapping of the islands in Biscayne Bay. It had been wrapped by controversial artist Christo, who makes a career out of wrapping cars, galleries, coastlines, even the Reichstag, and his question was answered.

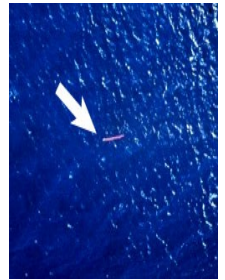


'I just said if I could unroll a little pink piece of plastic behind me, then [rescuers] could see me.'

Of course, it had to float. It also had to remain unfurled, regardless of wind conditions. It had to be light enough to carry, easy enough to deploy (even if injured) and visible over any terrain. These were the complications of a seemingly simple invention, and after 11 years of research and development, the revolutionary RescueStreamer® was introduced. Since then, RescueStreamer® has undergone

countless independent tests and is now approved for use by all branches of the US military. RescueStreamer® is available in several sizes, both online and in local retail outlets.

Put one in your grab bag, attach the smallest to your life jacket, and keep a large one in a cockpit locker. For sailors, its ideal, as it takes so little space.



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, dwstark@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@sympatico.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

INCLUDES ONE YEAR'S PAID MEMBERSHIP AT FYC

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.

Siren- \$1400.00

Complete boat + 6hp motor + trailer.

Contact Kyle 519-659-5065 London [edith.storey <cba@rogers.com>](mailto:edith.storey@cba@rogers.com)

Sea Snark - \$50

Complete boat. **Sail and mast would be suitable for use on a pdracer**

Contact: Rick Goldt 519-473-1966 rgoldt0228@rogers.com

FYC CLUBWEAR

Time to think about how great you and the crew can look this sailing season by outfitting with the best!

Lori Chessman has all the items you need

**Caps, t-shirts, golf shirts, warm vests and sweatshirts
in men's and woman's sizes
A sturdy sports bag to carry your gear**

If you had a chance to read Derek Innes cruise log in this issue – you will note that these items are great conversational pieces when traveling and advertise the club to boot!

To Order: the form can be downloaded at www.fyc.on.ca
under members and downloads

OR Contact Lori at albatross2@sympatico.ca

Paid Job Opportunity - FYC—Club Steward

Required: Valid driver's license and daily use of own vehicle.

The FYC Executive has a part-time paid position available with the following schedule and duties:

Schedule: - 8 hours per week during specified spring weeks

- 20 hours per week for the summer months

- 6 hours per week for specified fall months.

Club Steward Daily Duties: - cleaning of the Main Chalet & washrooms.

- transport of garbage to the UTRCA dump

Club Steward Periodic Duties:

- 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 - Brian Hurst
Vice Commodore - Doug Carey

2010 FYC EVENTS

For more information view our website – www.fyc.on.ca Find updated notices, downloads, photos, contact information and more

FYC Executive Meetings- first Monday of each month- submit any agenda requests to the Club Secretary, Jack Blocker prior to this date.

FYC General Meetings for all members-third Thursday of each month of the non-sailing season- all members welcome

FYC PLANNED SCHEDULE FOR 2010**Wednesday Dinners Out**

A social event throughout the winter months. All FYC members, friends and family are welcome to join in.

**Hook's Restaurant buffet
(At the corner of Wharncliffe
and Southdale 6 PM)**

**Dates: Feb 10
Mar 10
Apr 14**

Club Membership

Membership applications are due by **March 1, 2010**

Late fees apply after this date

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FYC General Meetings in 2010

Meetings are open to all members of FYC. Please plan to attend. An excellent way to meet club members and know how the club operates. Doughnuts and coffee follow. All meetings are held at

HMCS Prevost	Dates: Feb 18
19 Becher St	Mar 18
7 PM	Apr 22

AGM Budget Meeting – This general meeting focuses on the budget for the past year and recommended budget for 2011. Please attend to ensure your ideas on club expenditures are heard.

HMCS Prevost	Date: Nov 18
19 Becher St	
7 PM	

Spring Work Parties

The following weekends constitute the opening of the club and sailing school for the summer season. The more hands we have, the quicker the work is done! Please volunteer time on all or any of the days listed. Details of the tasks and projects will be in the Apr newsletter

Apr 17- access through north gate using FYC key
Apr 23 Fanshawe Conservation Area Opens – access
Through the main park gate

Apr 24

May 01- mostly laying moorings and completing tasks

Club Regattas and Events

The events in coloured print are social events for all paddlers, sailors and families.

May 22	Commodore's Sail past and Reception
May 29/30	FYC Club and Sailing School Open House
Jun 5/6	June Bug/ Commodore's Cup Regatta -invitational
Aug 21/22	Club Championship Regatta Corn roast on Sunday Closed Regatta- Club Members Only
Oct 2/3	Pumpkin Regatta -invitational
Nov TBA	Annual FYC Banquet

Informal Racing- Wednesday Afternoons and Evenings

Anyone is welcome to attend these informal races. These relaxed races provide a good opportunity to learn more about your sailboat and its rigging as well as to enjoy the camaraderie of other members of the club. Bring a box dinner to enjoy on the dock between races if you can.

Dates: May 12 throughout the summer to Oct 13

Times: 3 PM and 6:15 PM

Fall Work Parties

These weekends are set aside to close the club down at the season's end. Again, many hands are needed to help lift boats, remove moorings, rake leaves and so on.

Sept 11 Sailing School work party –the scheduled classes are completed and boats need to be stored

Oct 16

Oct 17- Fanshawe Conservation Area closes for the winter

Oct 23 – access to club through north gate of Fanshawe Park

Club Cruises –If you wish to join any of the club cruises, please get in touch with the contact named. In the cruisers meetings, they will help you to gather the necessary gear and plan the anchorages. New cruisers are welcome.

North Cruise – A possible Cruise to lower Georgian Bay around July 23rd is in the planning stages. Contact: Mike Morris

1000 Island Cruise – after 16 years, there seems to be little interest in this cruise in 2010

Rideau Canal cruise – Is there any interest in doing a motor trip up the Rideau Canal in June? Four boats from FYC did a part of the Canal a few years back. All had a great time but this time might we do the whole canal? Any FYC boat with a cabin and reliable motor would be welcome. This is a MOTOR trip, all sailing gear left home and living on the boat. For those who own a cabin boat but have not lived aboard it's a good time to try it out. If you forget to bring something it would most likely be available at the towns along the way. This is a wonderful trip that could be done in a week as a one way voyage. Trailers and tow vehicles would be picked up from Kingston and driven to Ottawa for the road trip home. Last time we had the place much to our selves. Anyone interested? Contact: Mike Morris

Put-In Bay Cruise – Lake Erie There already is interest in this cruise. The planned date for the 2010 Put-in-Bay cruise is scheduled for departure from Leamington to Put-in-Bay June 30th, returning July 4th. Of course this will be weather permitting! Contact: Brian Hurst

SAILING SCHOOL SCHEDULE

2010 Adult Evening and Weekend Programs

The adult evening/weekend courses include White Sail I through III in each course in late May and June. Bronze Sail and another White Sail will be offered in late July and August. Evening courses run from 6:30 to 9:30pm two evenings per week over five weeks. Saturday courses run from 9:00am to 4:00pm for four weekends. All courses will require a minimum of 4 students to run and we can accommodate a maximum of 18 students in White Sail, 6 in Bronze. 12

Course Schedule for 2010

Date No. Days

May 31 to June 30 A1 Monday and Wednesday evenings

June 1 to July 1 A2 Tuesday and Thursday evenings

June 5, 12, 19, 26 A3 Saturday daytime

July 12 to Aug 11 A4 Monday and Wednesday evenings

July 12 to Aug 11 A5 Bronze Monday and Wednesday evenings

Course Fees

All courses are offered for a fee of \$450.00 per person, including a course manual. Our "Buddy Bonus" allows a second person (family or friend) to register with a discount. The second person pays only \$420.00 but does not receive a manual. Manuals will be given out on the first day of each course. All courses can be discounted \$ 20.00 for Fanshawe Yacht Club family members.

Included in the fee, upon successful completion of the course to a minimum White Sail III standard, each student is granted the use of the school boats for the remainder of the sailing season to practice and enhance their newly-learned skills. This arrangement is subject to the availability of the boats during school sessions.

Youth Course Schedule for 2010

Date No. Fees Level

July 5 to 16 YW1 \$ 398.00 White Sail I White Sail II White Sail III

July 19 to 30 YW2 \$ 398.00 White Sail I White Sail II White Sail III

Aug 2 to 13 YW3 \$ 398.00 White Sail I White Sail II White Sail III

Aug 16 to 27 YW4 \$ 398.00 White Sail I White Sail II White Sail III

July 5 to 30 YB1 \$ 900.00 Bronze Sail IV and V

Aug 2 to 27 YB2 \$ 900.00 Bronze Sail IV and V

Aug 30 to Sep 3 Skills \$250 per wk additional days for students to complete any level

Course Fees

White Sail - Levels I, II, III two weeks \$ 398.00

Bronze Sail - Levels IV and V four weeks \$ 900.00

Skills Weeks each week \$ 250.00

Courses can be discounted \$ 20.00 for Fanshawe Yacht Club family members

Multi registrations can be discounted \$ 20.00 after first course (2nd registration for one student or 2nd student in one family)

Bus Transportation can be requested for an additional fee of \$ 30.00 per two-week course. Refer to the General Information sheet for details of bus stops and schedules.

The Advanced Sailing Skills Manual is included in the fee for the Bronze Level courses. Manuals will be given out on the first day of each course. Deduct \$ 25 if you already have a usable manual.

Refund Policy

Refunds (less a \$50.00 service charge) will be allowed up to 7 days prior to the start date of each course, subject to confirmation with the Sailing School Director. Refunds requested at a later date will require a medical certificate. No refunds will be made due to poor weather conditions.

Youth Day Programs

At Fanshawe Yacht Club we offer our youth program as a day school through the summer months. The three White Sail levels are offered in two-week sessions and a conscientious student should be able to achieve one level in each two-week session. The two Bronze levels are more complex and they are offered in four-week sessions (2 each summer) so that the serious student can attain a Bronze level each session. Some students are able to achieve faster progress in White and Bronze levels. The racing levels of Silver and Gold require more intensive training and practice by attending regattas through the entire summer season. At this stage, it is not unusual for students to work all summer to achieve one level.

White Sail – Level I

This level introduces the beginner to sailing. It covers safety, seamanship, rigging and basic boat handling under instructor direction in wind strength of 8-15 km/hr.

White Sail – Level II

This level introduces the student to sailing terminology together with more seamanship and boat handling skills under instructor direction in wind strengths of 8-15 km/hr.

White Sail – Level III

This is a comprehensive level covering the minimum knowledge and skills a sailor requires to sail safely and competently without supervision in winds of 8-15 km/hr.

Bronze Sail - Level IV

This level introduces the sailor to sail trim and basic boat tuning. It also covers safety, seamanship, terminology, sail theory, sail shape and advanced boat handling skills in winds of 15-25 km/hr.

Bronze Sail - Level V

This level covers spinnaker use, trapezing, sail theory and boat maintenance, together with advanced boat handling skills in winds of 15-25 km/hr.

Racing

The CYA levels continue with the Silver Sail - Level VI and Gold Sail - Level VII. At FYC the racing levels are offered under a separate program. Please inquire for details of the racing program.

Skills Week

The ninth week of the summer present extra time for students to take additional coaching to finish up a level or to hone their sailing skills after their regular

course work. Coaches will be available to work with the students, usually at lower student ratios.