

APRIL 2010

VOL 10 ISSUE 02



THE GREEN MACHINE- DOUG MACKENZIE AND CREW 2009



## Last Winter Dinner Out at Hooks Wed April 14, 2010 at 6 PM All Welcome

The last Sailor's and Paddler's Dinner Out will be again at Hook's Restaurant at 6 PM on April 14. Once again, the deal this year was the first buffet meal is \$15.99 and the second will be \$2.99 with the purchase of a beverage in both cases. No age limit. Last year you had to be a senior (that is a master sailor!) to get the deal. Everyone welcome. Come catch up on the sailing chatter.

## Changes to the Required Volunteer time for Club Members From Our Vice Commodore – Doug Carey

Hope everyone has had a safe and enjoyable off season. It sure was long enough. I was starting to think the nice weather was never going to come. Let's just hope 2010 will be windy and warm!

This year there will be some changes at FYC including how the volunteer time is recorded and monitored. It has become apparent over the past few years that the same faces have been seen over and over again at volunteer events such as work parties and regattas. I would like to commend those for taking the time from their busy lives to help make each year at FYC a success. Without the dedication from these few members the club would be much different and we can't expect these individuals to always be there. To ensure the continued prosperity of FYC we have made some changes to the membership process.

This year's membership form has a few changes on it. One in particular is the "opt out" category. This allows members that are unable to put in the required volunteer time, another way to help out. If you expect you cannot put in the required 24 hours of required volunteer time please select this option. This will give FYC the opportunity to fill your spot with hired help or improved equipment so the job will still get completed. The FYC executive will be closely tracking the volunteer time spent at FYC this year. At each event you will find a sign in/sign out sheet. Please ensure you're name is added whenever you help out so you get your credit. A record of the volunteer time will be kept in the chalet for your review.

Should you have any questions regarding this year's change please feel free to contact any of the FYC executive.

Doug Carey  
FYC, Vice Commodore

## NEW KEYS: for the main gate and small gate!

From our Commodore, Brian Hurst

There will be a new lock on the main gate and the small gate by the chalet. Members will be given a new key with their paid membership. Additional keys will be available for a \$20 deposit. **DO NOT THROW OUT YOUR OLD KEYS.** The old keys will still work for the general ground locks. These will not be changed (kitchen, race hut door, tenders, etc.).

**NOTE:** The new keys cannot be duplicated and are numbered. If additional keys are required there must be a \$20 deposit paid.

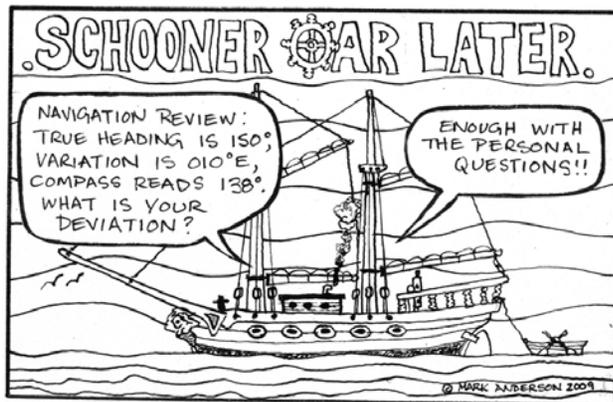
These keys will be handed out by Nina at the general meeting and during the 2 fall work parties. The old key will work on the gates until after the 2<sup>nd</sup> work party. Thanks **Brian Hurst, FYC Commodore**

## Open House for Fanshawe Yacht Club and Sailing School May 29/30 2010 – Volunteers Greatly Appreciated

The annual Open House provides a forum to introduce the public to sailing. Visitors receive information about the club; have the opportunity to become FYC members or register for the sailing school and to learn about the London and Rowbust Dragonboat Clubs.

If you are able to volunteer some time on one or both days, it would be greatly appreciated. Some areas to consider would be greeting and directing visitors at the main club gate, assisting in the kitchen, assisting visitors on the dock with rides and lifejackets and most importantly, offering to rig your boat to take visitors for a sail.

If you have adult and children's lifejackets to loan for this occasion, please let us know. CONTACT: a member of the executive



## Spring Work Parties- Saturday April 17, 24, May 1, 2010

The cycle goes on – what we put away must come back out!



buoys

docks

boats

We can use as many hands as possible to prepare the club for the season. Please take time to come out and help – especially considering our amazing spring weather and a supplied lunch!

On April 17, please enter the park through the north gate just east of Clark Road on Fanshawe Road. Ralph Smith will be at the gate to let you in. The park will be open the following work days. Head for the chalet to find out what project you can work on and to sign in for volunteer hours.

Remember lunch will be served to all the workers.

## Summary of Projects

### Sailing School Docks

1. Maintain - Continue repairs adding short 2X4 cleats to outsides of sailing school docks at deck planking level where float barrels are raising the decking. This work started in 2009 but floats were launched before the work was completed (eager bunch). The cleats enable additional screw fastening of the deck planking.
2. Maintain - Checking of strapping holding barrels in place. Extra safety belts material for barrels is in SS boathouse shed, FYC section.
3. Maintain - Additional SS dock inside braces which added angular strength to the docks were made from pipes by Roy Elworthy in 2009 to replace angle material that was lost or fell into the lake the last few years. These are available this year to add in the SS shed FYC section.
4. Every year it seems we run out of half inch bolts to assemble the SS docks with, many drop into the water upon disassembly, others the threads get damaged or rusted, so some more new long ones and short ones come in handy
5. Some of the welded bolts on the finger docks onto which the bunks area seated are starting to wear thin. Any welder brought in could tack weld new ones in.

## Launch Ramp Docks

1. Restore - The south dock wood ramp chair needs at least 2 more slabs on top of the existing pads and a few premix bags of concrete poured around to anchor all. This would raise the ramp closer to the height of the north dock ramp. Brian Hurst indicated some slabs were left around at the north end of the club but never got used. May not be there anymore.

3. Replace - The corner brackets for all these floating docks could use replacement. The plate metal is a bit thin over the long term and some of it is bending, it's probably 1/16" and needs to be 3 / 32", a bit thicker. Possibly back angle plates should also be constructed to hold corners better. The tubes welded on the corner plates for hinges were fairly centered on the plate, probably so the docks would hinge evenly and not pinch in waves. The north and south docks are also hinged differently. The problem is that wagon wheels are required to wheel out the docks. If the tubes were set lower then possibly a large vehicle tire with axle could be used instead, better in the long run. Mike Morris had the last axle set made and Ross Green supplied the last set of wagon wheels, one now with an irreparable flat. It may be that a second tube fastened to the brackets wherein to slip a wheel axle can be welded near the bottom of the plates for future use, or something similar.

3. Replace - The corner brackets for all these floating docks could use replacement. The plate metal is a bit thin over the long term and some of it is bending, it's probably 1/16" and needs to be 3 / 32", a bit thicker. Possibly back angle plates should also be constructed to hold corners better. The tubes welded on the corner plates for hinges were fairly centered on the plate, probably so the docks would hinge evenly and not pinch in waves. The north and south docks are also hinged differently. The problem is that wagon wheels are required to wheel out the docks. If the tubes were set lower then possibly a large vehicle tire with axle could be used instead, better in the long run. Mike Morris had the last axle set made and Ross Green supplied the last set of wagon wheels, one now with an irreparable flat. It may be that a second tube fastened to the brackets wherein to slip a wheel axle can be welded near the bottom of the plates for future use, or something similar.

- The four floating docks had the barrels re-strapped in 2008. We had sheet metal strips made (as per B Perry drawing) and they were then screwed into deck joists. For the new dock they were strapped over the top as the straps were long enough for a few barrels. (Receipts for fabricated straps documented). A few straps were later used by the dragon boaters so we may be short now. A smaller quantity of additional straps may be necessary.

- The carpeted bumper boards on the docks should be able to be reused for new docks as they are only 1 - 2 years old.

- Complaints that Laser were low enough in the water that they sailed under the bumper boards yielded no solution from the sailors. The problem is when they stand on the front of the boat when landing or casting off (almost submerging the bow). One could increase the depth of the boards. Suggest leaving 2 floats out of the middle of any new docks so they sit a bit lower but not so low as to submerge the wood framing.

- A big item here is deconstructing docks. Last time I took to cutting the old planking into firewood lengths (takes a while). Others piled it outside the gate hoping campers would take it but UTRCA didn't like the idea and then it had to all be brought in again. Maybe just approach a few campers a few weeks in to take it off club grounds some time might work better.

## Main Dock

Over the last 2 years we made up bumper boards on chains to fit in front of the tires lining the dock. This cut down substantially on the labour and time for fastening and removing / disposing of carpet which we snuck out to the UTRCA camp dumpsters in the fall. I felt the carpet was a waste environmentally to go through every year. The boards can be the right height because they are adjustable. To be able to adjust them, the boards need to be put on after the tires and not have the board chains go through the tires. I had thought we might add another 100' or so of board this year. The boards we have now are easily transported and stored and should last awhile. Some have suggested a second row of boards lower, but that might cause another floating problem at higher water. With the other work this year it may not be possible to construct more this year.

1. Repair, add - At the end of 2009 I discussed with the Exec some new tire hooks required to hold the tires, mostly at the north end of the dock. About 6 - 10 are required. I made a little sketch of the piece. We also discussed new boat tie down loops. I drew up an example of a piece that would be welded on every 10 feet. The exec suggested rings be purchased and just welded to the top of the dock angle. About 40 are required. **I will get these materials over the winter.** Maybe welding could coincide with any other repairs (barge, SS docks).

2. Rebuild - We repaired a 40 ft section of dock in 09 by replacing failed tie back rods with new tiebacks to new anchors (deadmen). The previous tiebacks basically rusted out which caused the top of dock to lean out at the top. The dock actually ended up more vertical. The fill therefore sunk behind the wall when the tiebacks failed.

For 2010 we budgeted \$14,000 to replace the north end bulkhead wall or wall return as it might also be called. This is at the stairs and also is a bit of an obstacle for the dragon boaters traversing along the shore. This wall has been leaning for a few years. No one has been able to say whether it is getting worse however indicators are similar to the just repaired section. The fill has been sinking behind the return and for a short distance along the dock to the south. I believe the tiebacks may also be broken on the return section. There are some rusted holes near the waterline that may be causing some loss of fill. The right angle joint at this location in the steel wall is therefore under some stress. The plan may be to try to replace the wall in the spring just after the work parties or in the fall right after fall work parties. In the spring there is a lot of work to get all else ready for the season without the added work. One would have to be right on top of design and quotes by late March to be able to get this done by the first weeks in May (including repaving). In the early fall there might be more time to plan, if the wall gets through this spring and summer ok. A future wall tying in to the bank should have some thoroughfare designed into the end to allow better mobility along the shore for the dragon boaters.

## Boats: Barge, Crash Boats, Wood Tenders

### Barge

1. Repair - Some pinholes near the port bow upsweep noted during haul out need some plates welded over underneath. Not sure the hulls need repainting as they were done 2 years ago by Mark Anderson. Mark also replaced the decking and painted. He supplied the paint. Maybe the deck needs another repaint in the next year. Barge could use one new cleat. The bin covers could use painting or replacing.

### Crash boats

1. Service - Jim Mackenzie was in charge of getting motors serviced. He had 3 serviced at Ultimate Sports on Dundas east of the city. We used to go to Hully Gully but everyone felt they were screwing up. We also decided this year after winter servicing to store the motors at the club over the winter and save the storage fee. They were stored in a barn anyways. One motor was left on the aluminum crash boat (sailing school) over the winter. I got 2 new locks this year, had keys nicely labeled in the storage key cabinet but the sailing school instructors used them and didn't return them - so that motor's lock will need to be cut off in the spring and the motor taken for servicing, as it is for the SS aluminum crash boat it can be done a bit more leisurely.

2. Replace - The 2 middle bench seats in the whalers need replacing with solid seats again. Brian Hurst glued and painted them 2 years ago but they are not holding up any more. Additionally some time ago a member fabricated some wooden equipment boxes and mounted them underneath the seats. These have largely fallen apart. I had in the 2010 budget a project to replace the seats and have aluminum boxes fabricated and fastened underneath. The previous boxes made the seats wider and therefore the new wood seats need to be wider to accept the larger boxes. **I can draw up new seats and boxes to be fabricated sometime in March - April when we can get back out to the club and measure them up.**

### Tenders

The bows of these boats in particular take a rough beating. We have been leaving 1 of the 4 tenders out of the water but it should be stored inside if possible in the old clubhouse out of the weather.

### Property End Fences

The north fence has been practically destroyed over the years because of ice and vegetation. Posts imbedded in concrete had been pulled out of the ground some time ago. More kids have been trespassing from the campground area from this end. I don't think much was budgeted for fence replacement because it will cost a bit removing what is there and then rebuilding

### Other

About 2 years ago Mark Anderson got a **used motorboat** and it was decided to have the Sailing School use it. Some bottom repair was done the first year and last year Mike Morris did a major glass repair in late spring. It is a light duty fishing boat and a few kids jumping in the bottom has again cracked it (its Achilles heel). So I think we gave up on it and had discussed putting a for sale sign outside the club gate. It was decided at the November 2009 budget meeting to allow the SS to use

one of the whalers instead of buying another aluminum boat. The whaler is usually tied up at the south dock berth shared with UTRCA.

About 3 years ago UTRCA gave up on the **yellow steel markers** and placing them by the limits to the club in the water. 2 years ago I ripped my laser sail going by one of them when I hit the sharp edged signs on top. The replacement of these markers should coincide with the plan of out of bounds areas in the Conservation Area magazine. We painted our own Keep Out on them last year after I took the small signs off. They are heavy, cumbersome and anchorage and holding them vertical is a pain. We'd be better off converting them to race markers A and B if there is little interest in replacing our race markers.

### Other Notes

After the rowing club ran over our #6 a year ago John Burgess found some small plastic barrels and made a new #5. He had installed a good shackle on the bottom that fit very well. It is easier to get in and out of the water. I always thought the Rear Commodore was responsible for the race markers but in the last few years that responsibility seemed to have slipped. There is a design for the longer pipe markers if required. John Burgess has kept the marks going the last few years with a few of the other guys. John as I also found out in the 1st year takes it upon himself to buy the antifouling paint for the crash boats, tenders, and markers. I asked him to buy a bit more in the fall to take care of the Paceship lease boat.

## Hey From the Head Coach – Work Party and Year Long Tasks Emily Durward for the Sailing School

Welcome to the 2010 Sailing School season. As many of you may already know, Peter Norris has stepped down as Head Coach so that he can dedicate more time to his law studies. Peter will remain on the Sailing School staff as an adult coach and I have been appointed as the Sailing School's Head Coach/Manager. I want to express my thanks for everyone's support and assure you that I look forward to the opportunity and challenges that lay ahead.

The Sailing School is in need of the membership's help with getting the School up and ready for the season. Following are activities which need to be completed prior to the Open House weekend. I will be absent from the first work party as I complete the CYA's Manager's/Head Coach's clinic being held in Oakville. I am available during the week and will be out at the Club following the course completion. My cell number is 519-860-5213 should anyone need to reach me.

Pre-season activities include hauling out the boats, power washing them and setting them outside. Be aware of the overhanging wires when moving the boats. Picos/420's/L2's should be put at the end of the lot near the Laser racks once they are cleaned and checked. CL14's can be put on the Sailing School docks by trailering them down, launch them and paddle them over in place. The motor boats belong in the two moorings at the end of the Sailing School docks.

Sails and life jackets have had a preliminary check during the fall haul out but need to be rechecked and, if in good repair hung. Damaged sails or jackets can be put in a pile. The refrigerator and work bench should be put in place inside the Boathouse Building and secured. They probably need a good cleaning.

The big lockers are used by the Race team and should be put on the member's side of the building so that we can keep the Race Team's personal items separate from the School's and free up more space. If this is not possible, the lockers can be secured beside the closet door.

Once everything is taken out of the building the next task will be sorting out the good the bad and the ugly. An on going inventory needs to be made and maintained in order to keep track of materials and equipment. This includes the smallest parts like split rings to the boats. By maintaining an inventory we can look at what is necessary to be purchased for repairs. The inventory needs to include the sails (rips, tears, and repairs), hulls; masts and booms for parts and condition, boats need to be bubble tested lifejackets, trap harnesses and board bags for safety and general condition and School safety equipment including boat boxes as per Ministry of Transport standards and First Aid kits, paddles, bailers, anchors and buoys. We also need to inventory tools on hand, fiber glass/gel, and office supplies. Finally, we have to get rid of unnecessary or damaged items by selling it or throwing it out.

Finally, all repairs should be made by using as much of the current stock as possible and materials on hand. Boats should be placed on saw-horses behind the Sailing School. The workbench behind the School can be used for repairs needed to rudders/tillers/masts, etc.

Once all of this is complete, the Sailing School banner can be hung on the outside of the building and we can sail into the new season.

Once again, thank each and every one of you for your help and support.

Emily Durward,  
FYC & FYCSS Head Coach and Manager

### Sailing trivia

A boat has a ladder that has six rungs; each rung is one foot apart. The bottom rung is one foot from the water. The tide rises at 12 inches every 15 minutes. High tide peaks in one hour. When the tide is at it's highest, how many rungs are under water? ANSWER: at the end of the newsletter

## 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, send resume to:

Commodore - Brian Hurst [bhurst@nexacor.ca](mailto:bhurst@nexacor.ca) or  
Vice Commodore – Doug Carey [dcarey\\_5@rogers.com](mailto:dcarey_5@rogers.com)

## Marine Paint for Sale - excellent pricing!

We have a wholesale marine paint source and are willing to pass along some savings to Fanshawe Sailors if there is enough interest to place a group order.

	Major London Retail Chain (Tax Extra)	<b>Your Price</b> (Tax Included)
Interlux Bottomkote XXX	37.99	<b>35.00</b>
Interlux Fiberglass Bottomkote	52.99	<b>49.00</b>
VC 17		<b>61.00</b>
Brightside Polyurethane	41.00	<b>38.00</b>

If you do not know the colour you have, a colour chart is available to match your current colours or to select a new colour.

Cash in advance. **Sales Tax Included (PST & GST)** Sorry, no cancellations after the order is placed.

**Please Contact:** Doug MacKenzie 519-686-9841  
Jim MacKenzie 519-474-9164

Rick Goldt adds that he also has had good prices from the following site (add UPS)  
[http://www.thechandleryonline.com/dept.asp?dept\\_id=2700](http://www.thechandleryonline.com/dept.asp?dept_id=2700)

## THE COMMODORE'S SAILPAST AND RECEPTION Sunday May 23, 2010

**The official beginning of the 2010 sailing season**  
**WELCOME ALL FYC SAILORS, PADDLERS AND THEIR FAMILIES**

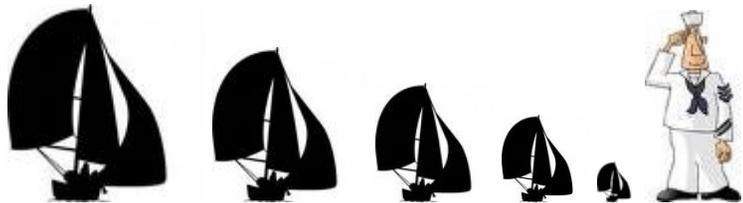
### Sail past (and row past if the paddlers wish)

Unless there is inclement weather, the timing is as follows:

**2:15 PM** skipper's meeting at the chalet

**3:00 PM** sail past start

All members and their families are welcome to participate in this formal introduction to our 2010 sailing season. For the sail past, boats generally assemble on the water into their fleets and in order by sail number (lowest number leads, highest number tails). The fleets then pass in single file, evenly spaced (if possible!) past the Commodore's ship and stand to salute their Commodore. If your boat is not yet at the club, perhaps you can sail with another member.



### Commodore's Reception: 4:30 PM

The doors of the chalet will be opened for the [reception line](#) (meet the 2010 FYC Executive) and [wine and cheese reception](#). Attending this event is an excellent way to meet the executive fellow members of the club and to introduce the non-sailing family members to the yacht club.



Race hut 1970 Pumpkin Regatta! Yes, that's unpainted particle board

### RACING WITH FYC in 2010

All members are welcome to join any formal or informal racing venue. Racing is probably one of the best ways to get to know what your boat and rigging can do and to learn all points of sail. If you are new to racing, all members are more than ready to help you in all aspects - trimming sails, rigging for maximum performance, understanding the courses and rules. It's how most of us learned to sail!!!

### VOLUNTEERS NEEDED

To make these events a success we need your help!!! If you would like to help with any of these events or be a member on our social / racing committees, please advise the Rear Commodore-Roy Elworthy

### 2010 Racing Schedule:

#### Club Regattas

<b>Commodores Cup / June Bug Regatta –Open</b>	June 5/6
<b>Club Championship -Members only</b>	August 21/22
<b>Pumpkin Regatta – Open</b>	October 2/3

#### Informal Racing

**Wednesday Afternoon / Evening Racing** May 12 to Oct 13

### **Wednesday Informal Racing Begins May 12 to Oct 13**

The Wednesday races are intended to be informal, to give members and new racers an opportunity to practice in an informal, low key setting. All members and Sailing School registrants are invited to participate. There are no fees charged and no prizes awarded. Fleets may maintain their own results and provide a homebuilt trophy at the banquet if they wish!

## Rules for Wednesday Racing

Races start at 3:00 PM and 6:15 PM every Wednesday as noted on our website [www.fyc.on.ca](http://www.fyc.on.ca). The later race may start at 6PM as the sunlight lessens in Sept-Oct. The course is displayed on the Race Hut, and the starting line is marked A-B. The starting sequence uses the FYC automatic 'traffic lights' rather than the IRYU/CYA class flag sequence, although the timing of the signals will be consistent with the new rules as of 2001.

## Starting Sequence

Approximately 10 min. before the start, there will be several horns as a warning signal - then

5 minutes: **red light** sound

4 minutes: **yellow light**, sound

1 minute: **yellow light**. sound

Start: **red light**. sound

NOTE: • sounds indicated are a courtesy to assist racers, but are not a requirement.

- No finishes are recorded unless a group chooses to record their own
- The safety boat is available at the dock if needed.

Come out and meet at the start line or on the dock before the races.

**We usually get together for coffee (or bring your own beverage of choice) after the race - at the Race Hut or main Club House to exchange stories and for a little socializing.**

## 2010 June Bug – Commodore's Cup Regatta –Jun 5/6

Our first regatta is an open or invitational regatta, so please encourage out of town sailors to join us for this weekend of racing. Closer to the date, the Notice of Race will be posted on our website, at the club and by email with all the details.

Volunteers are always needed for the areas of rescue boat, kitchen assistance, selecting prizes, and race committee. If you would like to participate but maybe lack knowledge of the task, there are lots of members willing to assist you.

## CRUISING WITH FYC IN 2010

Club members are welcome to join any of the club cruises by contacting the names provided with each cruise. Sailors new to cruising will be assisted by our veteran cruisers with all needs including the necessary equipment for living aboard, safety requirements in Canadian waterways, navigation needs and anything else.

## 2010 FYC 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 to Southern Georgian Bay – Jul 23 to 31

We will leave London bright and early on JULY23 returning to London on July 31. The launch site will most likely be Penetang. From the launch site we'll head over to Beausoliel Island for the first night. Wind and weather will determine daily jaunts from there. We could get as far north as Parry Sound.

**Contact:** Mike Morris  
[sailormike14@hotmail.com](mailto:sailormike14@hotmail.com)

On the map – yellow balloon is Penatanguishine, green balloon is Parry Sound. Beausoliel Island is at the white dot (Georgian Bay Island Nat. Park)



### 1000 Island Cruise Cancelled for 2010

After 16 years, there seems to be little interest in this cruise in 2010

### A Reminder from the 2009 Cruise Meetings – Take Maps/ Avoid Fines

As of 2008, it is mandatory to have on board Charts for the area the boat is in. Someone was boarded by the police in the Hamilton area in the summer of 2008. With no charts on board the owner was given a \$250.00 fine. FYC members sailing away from Fanshawe should be made aware of this rule.

**NEW !!! Rideau Canal Cruise – Looking for Interested Cruisers!!!!**



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  
[sailormike14@hotmail.com](mailto:sailormike14@hotmail.com)



**News from the Sailing School Boathouse**

by Peter Wilkins

Well this spring weather is surely tempting and I am willing to bet that by the time you finish this edition of the Scuttlebutt, you will read a half dozen

comments on the early good weather. It helps put us in the mood for sailing and gives us the urge to get out on the water. However, common sense will prevail and we will be reminded that it is early and facilities are not ready for us.

For the Sailing School it has been business as usual getting the preparations done, the papers posted and start planning the events. The registrations are coming in, slowly because it is still early, but people are eager to sign up for the courses. The course info and registration material has been on the web site for some time now and, apparently, people are looking for it.

At the same time, we are organizing the instructor staff. Our Head Instructor/Manager from the past years will not be returning to the position this year and we are passing that torch to Emily Durward. Emily has been at the winter club meetings and she is becoming a familiar face to the members. She started as a sailing student several years ago and she worked her way through the White and Bronze Sail levels, continuing with an instructor clinic to come back and teach with us for a few more years. She is eager to get to the job this season and she has several good ideas. Emily and I will be driving down to Oakville next month for a two-weekend clinic in program management to learn other aspects of operating a successful sailing school program.

We have made employment offers to other instructors and coaches to fill the staff positions and we are waiting for the returns on those offers. We expect to take on two new staffers for this year and we have been able to select candidates from former students to fill the positions. We hope to announce our complete staff in another week or so.

Some volunteers from the club membership have come forward to help us with the maintenance aspects of the boats and equipment and we welcome the help. Our aging fleet is in need of some attention and we are hoping that this will be the year to correct the need. The work will start in early May but the organization of the priorities is well underway. Our sincere thanks for the help.

**Put-In Bay Cruise – Lake Erie- June 30 to July 4**

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  
[bhurst@nexacor.ca](mailto:bhurst@nexacor.ca)

On the map – Red balloon is Put-in Bay. At the top right is Point Pelee Large center island is Pelee Island



Adult classes will be offered on weekday evenings starting right after the Open House and on Saturdays through June. The junior program starts on 5 July and will run on two-week cycles through the summer. Call me if you have questions from friends wanting to learn or if you want to sign up your kids for some classes. The info is on the club web site, leave an email message on the site or call the club number to leave a message there. We will get back to you.

That is about all that comes to mind right now, so we will wish all well and see you at the work parties.

## Water Level and Flooding Information: [www.thamesriver.on.ca](http://www.thamesriver.on.ca)

As Fanshawe Lake is a flood control reservoir, water levels may rise or fall significantly with flows north of the lake. It is the member's responsibility to be sure that their boat is secure, which includes notifying someone if you are to be away for a time with your boat on a mooring or shoreline spot. Even if your boat is in the trailer parking area, in your absence, ask someone to check your boat to be sure it is secure and not full of rainwater.

The UTRCA website will provide information on the water level at the lake to help you know if the mooring and shoreline boats need to be tended to. Other information is available for interest such as air temperatures, precipitation and wind speeds over time along with summary charts of meteorological information- for our stats addicts!!!

### To check water levels on line go to [www.thamesriver.on.ca](http://www.thamesriver.on.ca)

1. Click the menu tab Water Management
2. Then select Thames River Levels
3. Select "I agree"
5. on the map of watershed--- click on Downstream Thames River Sub watershed
6. Then on Fanshawe Reservoir

**On the graph shown for Fanshawe Lake the water level is at the top of the main dock at 600 mm. At 700 mm the dock is under water. At 480 mm Wye Creek crossing is impassable**

## Around the Club

**1. Slow down sailors!!!** It should be noted the UTRCA has the ability and right to ticket cars running over 20KM on the camp roads and dam deck. The fines are similar to penalties handed out by city police.

**2. Boat and trailer, trailer only or dock storage** Empty trailers and unused docks **cannot** remain on the FYC grounds. The UTRCA has a storage area with access behind their workshop for a fee. They will provide you with a card and plastic cover to affix for identification. Be sure it is on the trailer/boat in case the UTRCA needs to contact you. Apply at the camp registration office

### 2010 fees for storage of a boat on a trailer at the UTRCA lot:

: \$137.50 if paid between Apr 23 and June 30

\$150.00 if paid between Jul1 to Oct 17

**2010 fee to store an empty trailer or dock at the UTRCA yard for the sailing season only** – Steve Musclow assured me that the \$30 will remain the same. BE SURE to put your name and phone number on the trailer

**3. Biking** To bike the trails around the lake you need a valid bike pass from UTRCA. Show your car pass and FYC membership card to the campground registration office and they will enter your name and provide 2 free passes per car sticker for FYC members. Biking rules are posted on the UTRCA website with route maps and difficulty levels. Maps of the trail are available at the registration gatehouse into the camping area. Rules for biking are on the UTRCA website - [www.thamesriver.on.ca](http://www.thamesriver.on.ca)

**4. Camping on FYC grounds** Club members are permitted to stay overnight on their boats if they register at the campground and pay the camping fee per night. Tent camping is confined to the park and not permitted on club grounds. This is for security purposes and in accordance with our lease.

**5. FYC 2010 Yearbook and Roster** The Yearbook is published in two parts since the 2009 season. The first part contains the necessary rules and information for members. It will be updated as needs be with inserts but will not be printed annually. The roster portion will be printed each year and distributed early in the season. New members will receive both sections when they have joined.

**6. Changes in Club Keys and Locks** As mentioned earlier in the newsletter, you will now have TWO keys for the club. The small current key will unlock all locks inside the FYC grounds as before (kitchen, tenders, bookshelves in the member's room, etc. A larger new key is available for the main gate and small pedestrian gate. These are not reproducible. If you require more than one gate key, you may request additional keys for a deposit of \$20 each.



The members of the London Dragon Boat Club are looking forward to our fifth season! This year the two club teams will be the "Waves of Fury" and the "Wave Riders". The two teams are planning to attend events in Welland, Hamilton, Woodstock, London and Stratford this year. Waves of Fury will be coached by Jamie and Wave Riders will be coached by Cheryl and Sarah who also coach the Rowbust team.

Preparations are underway to transport our boats from their winter storage and do some minor repairs so they will be ready to launch as soon as possible. With the warm weather we are having right now, everyone is anticipating getting on the water

very soon! The boats should be in the water on April 25<sup>th</sup>. One of our members has cleaned and repaired all of the club PDF's (Thanks Bonnie!)

Many of the club members have been working out at various types of exercise in preparation of the paddling season. The Wave Riders have been doing poolside paddling for several weeks. Marj is leading a group of members with her 'Biggest Loser Contest'. All of the participants will win big by learning to live a healthier lifestyle and the 'biggest loser' will win the grand cash prize!

We are hoping to increase our membership for both teams which will allow us to compete in as many festivals as possible this season. We have had many inquiries this year and already have a few new members joined. We will be joining Rowbust at Whiteoaks mall on May 1<sup>st</sup> and 2<sup>nd</sup> to promote our club.

As usual, there will be various fundraising events planned both for the club and for individual teams. Vic is planning a garage sale fundraiser for the Wave Riders sometime in May and a committee is already making plans for a 'Gala' next spring 2011. Thank you to everyone who has supported us over the years!

Heather Peel London Dragon Boat Club  
Visit our website for information: [www.londondragonboat.co](http://www.londondragonboat.co)



Hello Fellow Water Enthusiasts

Our hard Fall and Winter training will soon be put to the test as we all eagerly await the launch of our dragon boats. Our fleet is growing. We are pleased to announce the arrival of Annette's Hope II at the end of April. Successful fundraising efforts allowed us to purchase a new boat out of Toronto. So if you see us ladies dressed in black and red with smiles from ear to ear it is because of our new baby.

We have an extremely exciting season lined up. Our coaches Cheryl and Sarah are peaking our training for our trip to Whistler and the National Dragon Boat Championships the first week of July. We will be competing in the first ever National Breast Cancer Survivor Division against Canada's best survivor teams. Everyone is going and we will fill two boats with the assistance from the Dragon's Abreast group out of Toronto. So look for Rowbust and Dragon Spirit to be making headlines! Okay so now the smiles have turned to BIG TOOTHY GRINS!

A busy season on the water will see us in Toronto, Pickering, Peterborough, Woodstock, Stratford and our home event in London in August. We hope you will be able to catch us in action this season.

After a successful theatre fundraising venture last year we are once again hosting the opening night of the Port Stanley Festival Theatre production of Blue Suede Shoes featuring Elvis impersonator Roy LeBlanc. For \$40 you get to see a top notch show, receive complimentary refreshment and goodies, and oodles of door prizes. The silent auction was so well received last season that it will once again be part of the evening. Tickets sales are strong and only a limited number are available. Please come join us! Tickets and information are available from any Rowbust member or Joan Smith [joansmithonline@gmail.com](mailto:joansmithonline@gmail.com).

Our Web site is [www.rowbustdragonboat.com](http://www.rowbustdragonboat.com). Some great photos are online so please check us out. Want to try out paddling? Let us know and we can connect you with the London Dragon Boat Club. We enjoy our association with the FYC and look forward to see you at the spring clean up. Until then.....paddles up!

Jill Wilson  
Rowbust Team member.

### 2010 UTRCA Fees for Fanshawe Conservation Area are INCREASING

	Fee if paid between April 23 & June 30	Fee if paid between July 1 & October 17
<b>Vehicle - Day Pass</b>	\$11.00/vehicle	\$12.00/vehicle
<b>Vehicle - Season's Pass</b> Unlimited access to Fanshawe, Pittock & Wildwood Conservation Areas	\$77.00	\$83.00
<b>Cyclists/Pedestrians - Day</b>	\$5.50 adult	\$6.00 adult
	\$2.75 child (12 and under)	\$3.00 child (12 and under)
<b>Cyclists/Pedestrians - Season</b>	\$49.50 adult	\$53.25 adult
	\$11.00 child (12 and under)	\$12.00 child (12 and under)
<b>Motorboats &amp; Sailboats - Day</b>	\$8.25 + vehicle admission	\$9.00 + vehicle admission
<b>Motorboats &amp; Sailboats - Season</b>	\$77.00 + Season's Vehicle Pass	\$83.00 + Season's Vehicle Pass

#### Camping Fees - Daily/Weekly/Monthly (April 23 - October 17)

	Fee if paid between April 23 & June 30	Fee if paid between July 1 & October 17
Reservation Fee	\$11.00	\$12.00
Change/ Cancellation Fee	\$7.75	\$8.00
Daily without electricity	\$29.75	\$32.00

To see other fees go to: <http://www.thamesriver.on.ca/Parks/fees.htm>

## Where to Register a Boat or Transfer Ownership in London

It might be a big help to members if the address of the place you go to register a boat or transfer ownership was given in the "butt". The government office that looks after that sort of thing is at 457 Richmond Street. I know several people are or have bought boats recently and if the boat already has registration numbers they will have to go register in their name. Mike

## IT'S A START

### The first 10 of 50 years at Fanshawe

R Goldt

Having been around now about 55 years, and the kids having somewhat left home I am beginning to reflect on those good years (before kids, not much responsibility). So that brings me to the coincidence that I've been involved with sailing for 50 years. Wow that long! Still learning things.

My dad had this thing with returning to sailing just about 1959, after he'd been away from it since before the war. He bought this "Crescent" sailboat in '60 built apparently by the famous boat builder at Fanshawe (picture1) Phil Harding, before Phil got on a tear and built almost everyone of the Y flyers that ever sailed at Fanshawe Lake beginning in the mid 50 just after the club was formed. That's me (picture 2) in the front bunk working my way into the sport, and of course letting my sister do the work. To get into sailing, almost before I ever was allowed on the boat I had to learn to swim, after countless years at the Y- Saturday night with my dad. I don't know who taught me, can't remember any good looking babes helping out, but it

must have been after spending too much time under the water in the pool that I clued in it was better on top. See nobody wore life jackets in those days, well maybe a ski belt or something that doubled as a cushion was good enough. Well swimming came in handy, especially when in the first year my dad sent me out to the mooring to get the boat. Ah, it was so full of rainwater, needed baling out first. Got in, sat on side with bailer, boat tipped. Glub-glub. "SWIM Rick" came the Command (Dad's sound like that). Oh yeah what a good idea. Still here after my first year. So I was growing,

Dad went from 12 feet to 14 feet, a cedar stripped, gaff rigged "Peterborough Knockabout", sort of a "Lark" on uppers (like steroids today). This thing had lots of sail (cotton) with a hemp mainsheet and clothesline blocks. Nothing my dad could handle very well in the best



weather. Never the less he thought in the summer of '61 we'd take some close friends out. Coming around the campground point in a stiff, gusty south-westerly, over we went, - still here after my second year, barely. In '63 my dad had found the right boat, a "Lightning" class boat. The Y was the main boat on the lake but new classes were starting to get around, with the advent of fiberglass construction new boats such as the Flying Scott were also being built. The Y continued to grow in the early 60's. Here's what our original floating docks looked like (pic 3). Oh what I'd give to crew with the pros, in a big fleet. I would super hike my 70 pounds until my every muscle would scream all night and be back



for more, I'd lift that whisker pole with super human strength, but was not to be, a couple hundred ponds on someone else was just a better number to count on.

My dad had a wooden "Lightning" built after unsuccessfully trying to find one through the LFP. WWW would have helped a bit more alas we didn't subscribe to it (until 30 years later). My dad always ranted about the vertical wrinkles in the main, but shouldn't have complained, he won the Lightning clubs once. One year later the new boat almost went up in smoke. Our boat stored for the winter at a tenant's garage got smoked by a fire in the garage. Get it out, just made it. New paint, good as new. I gave my dad a few years more skippering to enjoy the refurbished boat then muscled in and took over the helm. Maybe it was a bit premature after I went out with a few other kids in their dad's lightning, skippered, and promptly engaged a Y flyer. Dang those things are so stealth. Sailing was pretty laid back in those days. The big thing was holidays in the summer, camping and sailing up at Killbear Park. Racing was a spring and fall thing.

Just a few years before by the mid '60s some of the parent's got interested in setting up a junior sailing program. I remember a few banded together and suddenly there were five "Sabots" being used by the kids. We all got turns with the fun. Races were held but soon one parent with most of the boats moved away. However it got things started and within a few years some ambitious parents had set up a sailing school. For whatever reason, it ended up across the lake below the cliffs of the present day Forest City National golf club. Boats were 6 flying juniors, we had wet fun too and I think that got me really hooked. But stormy weather was ahead not to mention the prevailing winds at their location across the lake, and what was I think essentially a private initiative, folded.

1969, a benchmark year, I borrowed D Kopek's glass Lightning (I could be trusted by then), threw in some high school friends, rookies who wouldn't question me and we had a good time at the June Bug. I think there were 7 Lightnings on the start line

then. They went home happy with a flag. There were 15 Fireballs there. More hook. Then it was the start of construction of my first boat, a Fireball, all the rage in Europe and growing fast in North America. Started over the winter in the basement and rudely interrupted by a parental decision to trek across Canada and the USA in the summer the final touches were completed by the time of the FYC Pumpkin



Regatta. I remember hovering over my dad as he did most of the slogging and woodwork, worrying that with his engineering background and factor of safety approach that we'd end up with a battleship (pic 4). Some late nights were put in to finish up. Günter, my long time pool buddy was ideal as a crew, 6 ft and a bit and I was still a scrawny kid (I'm guessing favourably 150 lb.). Well we dumped five times in the 2 of a kind finale race but were happy. Oh and the boat was 10 lbs underweight. Then came the seventies.....



Photos from August 1960



- Top Left Y's on moorings
- Top right view of dock and beach area from cliff (dragon boats are there now)
- Left Young Rick (7 yrs) and family off for a sail in George Foster's Albacore

JUST OFF. WITH "ALBACOR"

## Obtaining your PCOC and Radio Operator Certificate Both are legal requirements for pleasure boating

You can take courses and or write exams for these certificates through the **The London Power and Sail Squadron** .Following are their **2010 Winter / Spring Course Offerings:**

Starting in 2010, LPS we will host Challenge Exams for:

- Pleasure Craft Operator Card - The PCOC is required by anyone to operate any motorized vessel.
- Restricted Operator's Certificate (Maritime) - The ROC(M) is required by anyone to operate a VHF, MF or HF marine radio.

The designated evenings are the third Tuesday and the third Thursday of each month. Please contact Steve Waite at 519.473.0517 to make sure there is space for you. This opportunity is for the Exam Challenge only. To register for the 4 night course go [to london.cps-ecp.org](http://london.cps-ecp.org) or call (519)438-6222

A few courses are being held over the summer, with the main training schedule underway between September 2009 through April 2010. Don't wait register now!

There are a number of FYC members who are also members of the Power and Sail Squadron who may be able to answer your questions or direct you when considering these course and **safety equipment requirements** for you boat

Mark Anderson, Brian Perry, Ralph Smith.

## Uncle Al talks main leech tension by Al Schonborn, Head Coach, Canadian Wayfarer Association

I am very much in favour of the centre-only mainsheet system, which is safer for the very reason that you mention: less risk to the gybes. The thing I actually like best about the bridle is that I can easily see how close to "block to block" I am sheeting, i.e. I can easily see whether I am 2 or 4 cm. from being "block to block" (i.e. the distance between boom and bridle block > block to block = zero cm. between these). In other words I can remember and duplicate settings more easily. But this is for serious racing only!!

**How would you compare the centre-only boat's performance to the bridle boat's performance in such a situation - in terms of angle towards the wind and speed? If it's only a minor difference, then I would really prefer the centre-only system for cruising.**

The difference in upwind potential is less than minor. The boat should be able to

point just as well with a centre mainsheet system as with any other system. The real difference is made by mainsail leech tension. Mike McNamara once told me, "You point off your mainsail leech." After nearly 40 years of racing, I was surprised by this, since one instinctively thinks of the jib as creating the pointing. I still am not quite sure why it works, but I do know that it does! In this year's Chesapeake Bay Cruise, I saw an extreme example of this: see our pictures from the day we had a four-hour beat to Tangier Island. About halfway down that page, you can see that some of our guys sailed with the top of the mainsail twisted off to leeward while close-hauled. This looks pretty but is slow!! On our boat, we put on lots of boom vang (North American for "kicker") to keep the mainsail leech tight even when we eased the main out to keep the boat from heeling too much. The rule of thumb is that your top batten should be parallel to the boom. So, you sheet in - regardless of the system you use, until the top batten is properly aligned with the boom. And if there's more wind than you can hike down, you tension the vang, such that when you ease the mainsheet to spill wind, the upper batten still remains parallel to the boom. The other guys on our cruise were letting their mains twist off too much and we out pointed them to the extent that, three or four times, we ended up so far ahead, that we hove to and had a beer while we waited for them to catch up. All this without our working hard or hiking: the whole difference was mainsail leech tension!!

There are other small subtleties but they would take too long to discuss and only confuse the issue. One item is worth mentioning however: in very light winds, the weight of the boom will make the mainsail leech hook to windward, in which case I modify my batten rule to read: top batten parallel to the centre line of the boat, i.e. in drifters, I sail with the boom end out more or less over the corner of the transom, which gets my top batten about parallel to the centre line of the boat.

To illustrate the point about avoiding too much mainsail twist, I can give you two pictures from the regatta for which I am just doing the photos text. These pics were taken from the committee boat a few moments after the start:



Above: Notice how my crew (*who was sailing my boat that day, 3rd from right*) and I (*2nd from right, sailing a friend's boat*) have very little twist in our mainsail leeches, while Colin (*right*) is sailing with too little leech tension - either too little mainsheet tension or too little vang tension. And notice how his top batten is nowhere near parallel to his boom.



Moments later: Colin (*right*) has fallen right down into Tom and me (600). Again, notice how our main (600) has a nice even angle to the wind all the way up, and a nice, tight leech (aft edge of the sail). With the vang on good and tight, we can ease for a puff and keep this shape and keep pointing, but look at what happens to the sail (929) that has too little leech tension!!

**While sailing with the centre-only system, did you ever feel that the increase of force exerted on the swiveling block was beyond or close to the limit of its designed tolerances?**

No. But make sure you have the swivel block attached to something good and solid, since as you say, it will be taking more load! (*Al's note: here I suggested separate blocks on the boom but Mato pointed out why this would not work, and suggested that to spread the load on the boom, a T-bar might be advisable - see Mato's reply below*)

We cleat our mainsheet all the time, even though books tell you not to. It's too much work to hold the sheet all the time and the argument can be made that a tired sailor will make (more) mistakes. In tricky conditions, I do however; always have the sheet in my hand. If a gust hits, I can have the main nucleated faster than the wind can make the boat heel, no problem.

**Mato's reply:** Just one more thing on the centre-system in case you intend to put the story on web site: I'm afraid it wouldn't work to install a fiddle block on a cleat base, and have two blocks on the boom apart. If we imagine the oat on a broad reach, or sailing downwind, then the plane in which the sheet travels from the becket on the fiddle block up to the boom to the first block, then down to the fiddle and up again to the second block on the boom - this plane would not be the same as the plane in which the sheet travels from helm's hand to the fiddle and up to the boom. I think there would be some friction because the sheet would try to twist the fiddle block. If we feel that the transfer of the force into a single point on the boom is risky, than one could make a metal T-shaped slide (about 20 or 30 cm

long) which would be inserted into the boom track. This metal slide could then hold the boom-side blocks and distribute the pressure along wider strip of the boom.

## Classifieds

### 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](mailto: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@symptico.ca](mailto: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](mailto:lheller@uwo.ca).

#### Laser - \$2000.00

Complete with trailer. Approx 17 years old  
**Contact** Bert and Jose Renes 519-432-2968

#### 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](mailto:sdickins@uwo.ca).

#### Laser 2 for sale

Are you interested in buying the attached Laser 2? It is in great condition and

includes a trailer, dolly and harness and two sails. We are asking \$3500 all included. Please contact me if you are interested as this boat is being sent via email to all sailing clubs as it is excellent for sailing instruction.  
**Contact** Rosemary Marsh [marsh@bisinc.ca](mailto:marsh@bisinc.ca) 905-630-6993  
Burlington, ON

## Notices

**Dock Sharing Request** I'm looking for someone who has a dock and is willing to share with me for the next season  
**Contact** Ravi Gupta [ravi@rkg.ca](mailto:ravi@rkg.ca)

## 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**

**To Order:** the form can be downloaded at [www.fyc.on.ca](http://www.fyc.on.ca) under members and downloads or contact Lori at [albatross2@sympatico.ca](mailto:albatross2@sympatico.ca)

## 2010 FYC EVENTS

For more information view our website – [www.fyc.on.ca](http://www.fyc.on.ca)

**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

## Club Events

Apr 14 **Wednesday Dinners Out 6 PM**  
**Hook's Restaurant buffet Dates: Feb 10 (At the corner of Wharncliffe Mar 10 and Southdale**

Apr 22 **FYC General Meetings 7 PM**  
**HMCS Prevost 19 Becher St**

Apr 17 **Spring Work Party 9AM -Access through north gate using FYC key**

Apr 23 **Fanshawe Conservation Area Opens**

- Apr 24 Spring Work Party 9AM- **NEW LOCKS ON CLUB GATES AFTER THIS WEEKEND**
- May 01 Spring Work Party 9AM – complete tasks
- May 23 **Commodore's Sail past and Reception**  
**SAILPAST 3:00 pm Reception 4:30 PM**
- 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
- Sept 11 Sailing School work party  
the scheduled classes are completed and boats need to be stored
- Oct 2/3 Pumpkin Regatta –invitational
- Oct 16 Fall Work Party
- Oct 17 Fanshawe Conservation Area closes for the winter**
- Oct 23 Fall Work Party
- Nov TBA **Annual FYC Banquet**

#### Club Cruises

- July 23-31 Cruising lower Georgian Bay to areas around Beausoliel Island **Contact:** Mike Morris, Doug MacKenzie
- June TBA Rideau Canal motor cruise for 1 week  
This is a MOTOR trip, all sailing gear left home and living on the boat. Trailers and tow vehicles would be picked up from Kingston and driven to Ottawa for the road trip home  
**Contact:** Mike Morris
- June 30 to July 4 Put-In Bay Cruise – Lake Erie  
The 2010 Put-in-Bay cruise will depart from Leamington sailing to Put-in-Bay **Contact:** Brian Hurst

#### Informal Racing- Wednesday Afternoons and Evenings

Anyone is welcome to attend these informal races.

**Dates: May 12 throughout the summer to Oct 13**  
**Times: 3 PM and 6:15 PM**

#### Dragon Boating

Aug 2010 London Dragon Boat Festival- Fanshawe Lake

#### Sailing School Class Schedules

##### 2010 Adult Evening and Weekend Programs

###### 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

##### 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

**Trivia answer** None; the boat rises with the tide.