

**COMMODORE BRIAN HURST, NATHALIE AND DAUGHTER ELAYNA
FYC SAILPAST 2010 - AND THE SEASON BEGINS!**

Father's Day Toonie Breakfast and Fun Sail

Sunday June 20th



Come join us for a breakfast at the club

Breakfast (3 pancakes and 3 sausages) will be at 9am

Fun Sail (Poker Run) will be from 11am to 3pm

50/50 Draw

Best Tie Contest (fathers only)

Breakfast will need to be pre-ordered ahead of time. Send an e-mail to hursthome@sympatico.ca.

Provide name and number of people for breakfast.

If e-mail is not available call Brian or Nathalie at 519-657-2773

Please Register by Thursday June 17th

Fun Sail (Poker Run)

This is open to all members (sailers and paddlers). There will be a symbol posted at several marks around Fanshawe Lake. The object is to sail (or paddle) to as many marks as possible. Look at and draw each symbol. Once you have collected all the symbols you wish you will then go back to the club to collect a playing card for each correct symbol. There will be 7 symbols posted. 5 cards make up a hand. A prize will be awarded to the three top hands (one prize per boat). In case of a tie, a coin toss will rule.

Because of using multiple decks of cards there is a possibility of 5 of a kind which would trump 4 of a kind.

In case of poor weather another event will be planned.

50/50 Draw

Open to anyone who would like to participate.

Best Tie Contest

Bring your best tie. You cannot vote for your own tie and must be a father to enter.

Each tie will be displayed at the front of the chalet for everyone to vote on. A number will be assigned to each tie. At the end of the Fun Sail the participants will vote on their favourite tie. A prize will be awarded to the tie with the most votes.

2010 Member of the Year - Mr. Paul Chesman

Frequently, you can find Paul at the club with grandkids (introducing a new generation to sailing) and dog in tow. Paul has been an amazingly involved sailor with the club, He was Commodore in the years 2007 and 2008 and Past Commodore in 2009 tasked with the duty of selecting the next year's Executive. When visitors arrive at



the club, Paul graciously ensures they feel at home and their questions are answered. There has not been a work party in years that Paul has not attended -always cheery and ready to contribute. This year, Paul is involved with the Sailing School helping to maintain their always- bruised fleet of boats along with Rick. The repairs were numerous this year but have been completed in time for the sailing school opening ---still an on-going task for sure. Paul has no racing results because he often is in the rescue boat, camera in tow -great shots for the Scuttlebutt!

Congratulations Paul!

Courtesy Check - Boat safety inspection

Prepare for your boating season by getting a FREE Courtesy Check from Canadian Power & Sail Squadrons (CPS) and get your safety inspection sticker. CPS, working in partnership with Transport Canada's Office of Boating Safety, will help ensure that you and your family have an enjoyable and safe summer on the water.

[Get a Courtesy Check from CPS Boating Safety Specialist Brian Perry, a member of FYC, who is willing to arrange a time with you brian.perry@rogers.com](mailto:brian.perry@rogers.com)



Around the Club

spring 2010 race hut

1. **Lawn cutting** - Please be sure that once you move your dock or boat this spring that all blocks used under the equipment or behind wheels are removed. The UTRCA staff cut the lawns for us and this debris may damage their mowers.

Also, according to our club rules, each trailer requires a device such as a jack wheel to raise the tongue off the ground. This is necessary to allow the trailer to be moved easily for lawn cutting or any emergency situation and also will allow the boat to drain after heavy rainfalls.

(D. MacKenzie, Club Steward)



2. **All empty trailers and unused docks** must be removed from the grounds. For a \$30 fee for the summer, they may be stored at the UTRCA lot behind their workshop. Ask at the campground office and be sure to have your name and phone number affixed to your equipment

3. **Use of the Chalet for Group Events** - There is a calendar in the chalet listing club events and for use when booking the chalet for larger events. To book the chalet:

-Please read through the conditions for use of the chalet posted by the calendar.

-Enter the event on the calendar on an open date. If you cancel, be sure the event is removed from the calendar.

-Contact Brian Hurst, Doug Carey or Sue Goldt, to ensure that the executive is aware of the use and to help prevent conflicts in time.

This is the first year we have encountered increased bookings. With more groups in the club who may wish to arrange gatherings e.g. sailors organizing fleet regattas or other events, two dragon boat clubs, the sailing school, it appears that we need a way to organize events.

4. Recently there has been an increase in the number of **Canoes** being used by FYC members. We are happy to accommodate these watercraft however we need to get them organized. We would hate to see them float away, get stolen or damaged.

There is space available on the racks near the south ramp. You are welcome to keep them there but you will be required to pay the rack storage fee of \$10 (please submit payment to the Membership chair along with a description of your canoe).

Any canoes left on the shoreline or else where on the grounds will be removed. Thanks, Doug Carey Vice Commodore, FYC

ED NOTE: If you are using a boat as dory for the moorings, speak to the Harbour Master about a space for said boat.

5. **FYC 2010 Member Rosters** were distributed at the Commodore's Reception. If you have not received a copy, there are extras available in the Member's Room by the phone. You may also ask our Membership Chair, Nina Myers for a copy. The Member's Handbook with FYC regulations and information will be distributed every few years and the Member Roster will be available annually. All new members will receive both. Changes in club information maybe entered in the first pages of the Member's Roster for the year.

6 **The club lost and found in the member's room is full** – please check if you are missing items. Two life jackets were found after the Open House weekend. If the Club Steward, Doug MacKenzie, finds articles left in the chalet or on the grounds, they will be placed in the Lost and Found. At some point, it will be emptied and items given to charity. (D. MacKenzie, Club Steward)

NOTE: There are lockers in the chalet washrooms where you may store your items - a lock can be affixed if you wish.

7. **Boat Permits** There are currently several boats on the grounds without permits. If permits are not on the boat, the boat will be removed from FYC grounds at the owners expense and risk. This includes boats in the parking lot, beach and moorings. Our use of UTRCA land for our sailing club does require that we adhere to their regulations and the need for boat and car permits is one of their requirements. Both are checked for so please be sure that they are purchase and affixed to the windshield/transom. (FYC Executive)

8. The **mast raising and boat launching exercise** held prior to the Commodore's Sailpast and Reception may the start of a worthwhile club activity to launch the bigger sailboats for the season! An excellent idea from our Commodore. May be worth adding to the 2011 calendar on the Sunday's of the work party weekends with good weather.

2010 IS OFF TO A GREAT START! -- Doug Carey. Vice Commodore

The opt- out program seems to be working very well! We logged almost 900 man-hours for the first two work parties. Many hands made for easy work.

A great deal was accomplished including:

- Cleaning up around the fire pit (an eye sore last season)
- Flower garden at the front entrance was cleaned up
- Fallen power lines were repaired
- Fallen trees were removed
- Exterior lighting was updated
- Sailing School boats were organized
- The grounds were raked and tidied
- Picnic tables were refurbished
- The chalet had some updates
- Ramps were cleared
- Moorings were launched
- End fences were installed
- Floating docks were repaired and launched
- Tenders and safety boats were cleaned, painted and launched
- Tires, carpet, and bumpers were installed on the main dock
- Race markers were cleaned and launched
- New tie off points and hooks were added to the main dock
- The bottom of the clubs Paceship was cleaned up
- Kitchen cabinets were replaced and the walls were painted
- The old chalet was cleared of old relics
- And much more that I just can't remember right now....

As mentioned in the previous scuttlebutt, it is important that you sign in when ever you put in volunteer time for FYC. A record of the volunteer time will be maintained at the chalet and those not putting in volunteer time are asked to select the opt- out option.

CHANGES IN 2010

New Gate Locks:

The new gate locks are an additional change for the 2010 season. We took this step because it has come to our attention that some non-members had some how obtained the old gate lock key and had been using our facilities for free. Thanks to our, now Commodore, he has sourced locks that will make it much more difficult to duplicate the keys. If you haven't yet received your new key or require additional (extras are \$20ea) please contact our membership chair, Nina Myers. It is still very important, when entering FYC, the gate is closed behind you to keep out non-members.

Boat Permits:

2009 was a difficult year for our Membership chair and Parking lot marshal. Several boats were left on the grounds without the UTRCA boat permits and

many trailers were not registered with FYC. Without this permit it was virtually impossible to determine who owned what (this is relevant for the moorings and beach spots as well). This year the boat permit and trailer registration will be enforced. Please affix your boat permit on the upper starboard side of the stern of your boat and ensure you have registered your trailer. If this permit is not on the vessel or a trailer plate is not registered, they will be removed to the UTRCA compound at the owners risk/expense.

The Chalet:

Our Chalet is in high demand. The rowing teams, the sailing school, the executive, social events etc. have been taking up time in the chalet. To avoid any group conflicting with another for use of the chalet we are asking you book it ahead of time. Please send your request to Brian Hurst, Sue Goldt or myself.

The Fire Pit:

Last year someone dumped their old kitchen cabinets, boat interior and other rubbish that cannot be burned at the fire pit. The Club grounds are for everyone to use and the grounds are maintained by volunteer members. Wood with screws, nails, paint, laminate and/or vinyl on it cannot (should not) be burned. It is a danger to the children that are at the club. It is an eye sore. It can be hazardous to your health and it smells awful. Please, only firewood at the fire pit.



Photos of the work parties by Doug Carey and S. Goldt

Thanks to Nathalie Hurst and the kitchen crew for wonderful lunches for the workers--note the new kitchen!!!



Club Projects in the Coming Years and Projects Completed

There are a number of projects to be tackled at the club with varying degrees of urgency and varying expense. Cost estimates will be needed for the membership to consider in the fall budget meeting. Here are some

1. **Septic system** - the club's septic system is old and starting to fail. Low water use fixtures have been installed but are not sufficient to solve the problem so this will be a needed repair.
2. The **storage cottage** is in need of repair. It has 'reasonably good bones' but will need a new roof and siding. The roof was patched this spring. Estimates for the costs of a new metal roof and siding (same as on the chalet) have been collected.
3. **Main dock repairs** will be ongoing as the dock structure ages. Currently, the important repair is at the base of the stairs on the north end of the dock - the dock surface is sinking. Rick Goldt has suggested having one of his consultants for the dam/dyke systems come to do a full assessment of the soundness of the dock. The patch completed last summer showed that the corrugated wall tiebacks have failed in that section. A cost may be determined for this assessment to bring to the membership then decisions can be made about this pricey project.
4. **Picnic tables** were partly repaired and painted last summer but many are in need of new wood still. If you would like to take on this task, please speak to the Vice Commodore, Doug Carey, re purchase of materials.
5. **Staircase to the main dock.** The staircase is repaired each year but on the wish list - a metal staircase may be a future purchase.
6. **Paving** the patch of road from the UTRCA road outside the gate to about 20 feet inside the gate was suggested to improve the entryway - eliminate potholes.

7. The **south floating docks** have been replaced in part but the remainder need a re-build. The wood planking is rotting and screws are not holding. Another task that could be done this summer if you are interested in heading up a crew--again, speak to Doug Carey about material purchase and plans. The Sailing School docks are also in need of replacement at some point.

Completed projects (or near completed) include

1. **A kitchen update.** There was a need for this to ensure the kitchen could be cleaned properly and was as rodent- free as could be. The original counter was sagging and there had been plumbing issues. Brian and Nathalie Hurst with Mark Anderson installed the new counter/cabinets and sink before the first spring work party. Nathalie painted the entire kitchen (for some reason the space looks way bigger and more spacious.) The stoves, fridges and microwaves were scrubbed. Unneeded items were disposed of clearing a lot of clutter. An anonymous donor from the club generously financed much of the kitchen update - thank you so much!
2. **Chalet windows** Hans Schaffner and crew have completed replacement of windows in the kitchen and member's room. While doing the member's room, they worked with snow falling! All curtains were removed as they only collect bugs but we may use the curtains in the winter to screen rooms from outside view.
3. The **chalet siding** has been repaired, replaced and painted so seems to be in good shape for years to come.
4. **Damage caused by a falling tree** in the fall was repaired - reconnected hydro service to the Race Hut, window replacement in the chalet, wood chopped.

2010 Commodore's Sailpast and Reception

This year's fine weather ensured the success of the Commodore's weekend. The weather was great for the Sailpast and we all managed to sail by and salute the Commodore, Brian Hurst with his wife Nathalie and daughter Elayna. We managed some semblance of a row of sailboats - I think.

The Reception was very well organized by Past Commodore Mark Anderson and Linda. All had a wonderful afternoon with all traditions in place for the opening of the FYC sailing season. Thanks to those who assisted afterwards with the clean up. You know...many hands. Photos are from Ralph Smith, Paul Chesman and Suzanne Goldt.



PREPARING TO LEAVE THE DOCK



COMMODORE HURST PREPARES



THE MOST BEAUTIFUL YACHT



ELANYA, NATHALIE AND BRIAN HURST



A PIRATE DOG???



2010 RACING WITH FYC

Wednesday informal racing

A reminder that there will be racing every Wed afternoon and evening as shown on the club calendar. Everyone is welcome to join in as an excellent means to meet sailing members, to learn to race, to hone sailing skills, to learn how to rig most effectively and just for the joy of an escape from the city.

Rick and I made it out to the first two nights in Lasers. On the first evening, the winds were light and shifty in the afternoon but settled into a pleasant breeze for the evening. We met Jens and Kevin Biskaborn and Hannah Waitchies as they wound up an afternoon of fishing from the south docks. About a dozen boats were out but we did not set up a signalled start. We had the opportunity to practice gybes - over and over and..... between marks A and B. Unfortunately this did not translate successfully to the Commodore's Cup/ June Bug Regatta this time.

The second evening weather was okay on the drive out but the rain came down in torrents for the rest of the evening. Rick and I had dinner in the comfort of the chalet with the good company of John Bryant and Brian Perry. We did happen to see a sail on the water as we raced for shelter in the chalet. Bob Hendry had the joy of tying on to a mooring probably at the height of the downpour. What a sailor!

2010 Master's Laser Racing by R. Goldt

Ok Guys, Laser Up. Here's some regatta links.

First check up on the District 3 Laser site (by K Biskaborn) for all the schedules including Master's regatta
<http://www.d3laser.com/>

also for info <http://www.laser.org/>

First up is the Great lakes Masters at Sarnia YC, Jun 26,27, following link
<http://www.sarniayachtclub.on.ca/>

2nd regatta Canadian Masters to prove yourself at Sturgeon Lake July 23,24,25 - These guys put on the hospitality
<http://www.slsc.ca/cdn-masters/>

3rd up in the Muskokas Ontario Masters Aug 14,15- not a lot of detail yet or tough to find on he site, but looks to be fun
<http://www.kettles.org/sailingprogram.htm>

2010 Commodore's Cup/ June Bug Regatta

Among a host of non-sailing commitments by regular racers and a really sad forecast (albeit incorrect) for the weekend, this year's turnout for the regatta was the lowest recorded at FYC. We had no out-of-town racers this year although we had heard from the Mirror Fleet that some planned to attend. Nevertheless, those who attended enjoyed the surprisingly good weather, racing and fellowship.

Sat Jun 05 was a far better day than forecast with an overcast sky, a temp of 24 and winds from 9 to 18 km/h from the southwest. The racecourse for all races was A/B-4-1-4-1-A/B. The rescue boats helped to keep mark 4 accessible for us as the canoe event at the beach had thought of using mark 4 in their meet. They did have marks to set so all went well. The Lasers were able to squeeze a fourth race into the sequence after the lunch break.

Sun Jun 06 Was a cooler day at a high of 18 with overcast heavy clouds and winds from 16 to 28 km/h from the north with strong gusts to 39 earlier in the day. The first course was A/B-2-1-A/B. the following two races were A/B-6-2-A/B. The first racecourse was decided as the wind died down and changed direction before the start sequence began. During the start, it freshened from the original direction leading to a downwind start...interesting.

The regatta success depended entirely on the crew of volunteers who helped. Roy Elworthy, Rear Commodore, organized the event and with difficulty enlisting volunteers, was able to provide food, awards, and competent people to run the event. Sharon Biskaborn managed registration. Shirley Forster managed the kitchen for lunch on Saturday with Anita Elworthy purchasing the supplies. Doug Carey, Vice Commodore, jumping in to help serve lunch.

Rescue boats were manned by Paul Chesman, Bob MacGill, Graham Forster, John Kabel, Hans Schaffner, and John Bryant. A personal note: I managed to turtle on the way to mark 4 on Saturday miring the mast tip in the mud. The cheerful help of the rescue crew sent me on my way in short order. I developed a trick to help re-enter the Laser that worked superbly. A floating line from the mast to the back of the hiking strap with enough slack to provide a "step" when the boat was upright again allowed me to get the needed leverage to push myself back in. Thanks to the rescue guys! I hear that slick mud on the hands makes them look really smooth. The race committee was comprised of Vera Eames both days and Alan Snively and Brian Perry on Saturday and John Kabel on Sunday. Anita Elworthy looked after scoring and handicapping on both days.

The **June Bug** is a tropical cocktail. It consists of a mixture of a strong spirit, usually vodka, with coconut rum (such as Malibu), melon liqueur (such as Midori), orange or pineapple juice, and limejuice. It is shaken with ice and

served long, in a highball glass or hurricane glass, over ice with optional fruit garnish. Depending on the relative quantities used, it may range in colour from bright green to a sludgy orange-brown. **Ultimate June Bug Recipe:** (13% alcohol) -1oz Midori melon Liqueur -½oz Malibu coconut rum -½oz banana liqueur -1 ½oz sweet and sour mix -1oz pineapple juice Blend all items together and serve over ice in Collins glass.

Following are some snaps of the June Bug Regatta followed by the results



June Bug Regatta 2010 - Results

June 05 - 06, 2010 | Other Regattas...

« Previous Next »

LASER Entries: 7 Races: 7
Sailors: 7 Drops: 1

Place	Skipper	Sail No	Points	R1	R2	R3	R4	R5	R6	R7
1	Brad Biskaborn	178654	7	2	1	2	1	1	1	1
2	Kevin Biskaborn	187414	15	3	5	4	2	2	2	2
3	Jens Biskaborn	20791	18	4	2	3	3	4	3	3
4	Rick Goldt	38585	21	5	4	1	4	3	4	5
5	Jacob Prapavessis	190261	30	1	3	5	5	DN58	DN58	DN58
6	Eric Richert	196086	32	6	6	6	DN58	5	5	4
7	Sue Goldt	3434	44	7	DNF8	7	6	DN58	DN58	DN58

OPEN Entries: 4 Races: 6
Sailors: 4 Drops: 1

Place	Skipper	Sail No	Class	Points	R1	R2	R3	R4	R5	R6
1	Doug Carey	741	Hobie	6	2	1	3	1	1	1
2	Peter James	2812	Venture 21	10	1	2	1	4	3	3
3	Jack Blocker	1796	Y-Flyer	14	4	4	4	2	2	2
4	Szymon Kornobis	2376	Catalina 22	15	3	3	2	3	4	4

CS 22 Entries: 2 Races: 6
Sailors: 2 Drops: 1

Place	Skipper	Sail No	Points	R1	R2	R3	R4	R5	R6
1	John Burgess	346	5	1	1	1	1	1	1
2	Mark Anderson	384	10	2	2	2	2	2	2

Club Championship Regatta - Aug 21-22, 2010

The Club Championship Regatta is open to club members only as noted in your FYC Member Handbook. Traditionally there will be a corn and hotdog dinner on the weekend for all club members and family - Paddlers too!

As always, we would greatly appreciate volunteers to assist with this event in the following areas: **food prep** - lunch on Sat for the regatta, prep / serving at the corn roast; **race committee** - there is lots of help; **rescue boats**; **registration**; **awards**. Please contact Roy Elworthy if you or your fleet will help.

CLUB **CHAMPIONSHIP** REGATTA

Club Championship Regatta 2010
Notice of Race



Date: **August 21- 22, 2010**

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

Contact: **Roy Elworthy**
T: 519.471.3004 E: www.fyc.on.ca?r=210

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

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

Eligibility: **FYC Club Member or Sailing School student; signing of waiver or parent's signature if under 18 years old.**

Inspection: **Boats may be inspected at any time during the regatta.**

Registration: **Begins on Saturday @ 08:30 AM**

Sailing Instructions: **Provided at registration.**

Lunch: **Will be provided and is included in the entry fee for Saturday only. No lunch will be provided on Sunday.**

Skippers' Meeting: **Saturday @ 10:00 AM**

First Race on Saturday: **10:30 AM**

First Race on Sunday: **09:30 AM (No start after 01:30 PM)**
Champions race to follow.

Series Format: **One or more races constitutes a series.**
One drop after 4 races. Two drops after 8 races.

Scoring: **Low Point Scoring System (RRS Appendix A).**

ENTRY FEES	
Single	Double
\$20.00	\$30.00
Junior Single	Junior Double
\$10.00	\$15.00
Learn to Race	
\$0.00	

* Prices have not been finalized and are subject to change.

www.fyc.on.ca



News from the Sailing School Boathouse Peter Wilkins

The first weekend in June is June Bug weekend at FYC but it also marks the first class for our third adult sailing course. The two evening courses this past week were well attended and Saturday promises to be a good crowd as well for a total of about 35 students, or more. We often get late registrants that drop in for the first class without us knowing they are coming. It makes it a little tricky planning numbers, but there is no need to turn them away - the more the merrier!! Our follow-up course in July and the Bronze Sail course are starting to attract registrations now as people realize that they cannot schedule time in June.

The junior program for the summer months is starting to fill out as well, as June heralds the end of school for the summer. We are seeing the "regulars" returning to take another level and the older kids are excited about another summer with sailing as part of it. Add to this the new students and the curious first-timers and we are hopeful of a return to strong registration numbers.

We have been asked to introduce our instructors for the members and I understand that Emily is arranging a piece with some photos of them, so I will leave that part to her. We have assembled a strong coaching team for this year with some seasoned staff from past years mixed with some new blood with former students who are keen to share their love of our past time as they earn some money for school and things. And we are organizing a regatta circuit for the race team with some new members there to continue the success of that program.

Once again, I will remind the Club members that the operation of the sailing school is responsible to the Club through my position as Director. Communication of policy, program and administrative items should be routed

through the Club Executive or me in particular. It is my job to take issues to the staff, through the Head Instructor/Manager. We cannot maintain the effective program that we desire if Club members interfere with the staff asking questions or offering criticism based on how they think things should run. All of our staff are well trained for what they do and they are issued with various administrative items including the proper chain of responsibility within our Club. Please respect these policies in daily contact with the school staff.

We are looking forward to another great coaching team at all levels and, as the registrations continue to arrive, it does look like it will be a successful season.



Hey From the Head Coach

With the 2010 season upon us the sailing school has been busy. With a much needed overhaul of our boats, to hiring of our staff and arranging the variety of places for our race team to visit. Our adult white sail classes started May 31, 2010 and we have high participation in all our offered courses. Registrations are still coming in for the summer youth & adult classes and it is looking to be a promising season.

I would like to take this time to thank everyone who has provided their assistance in getting the sailing school off to a great start. To the boat maintenance committee consisting of Paul Chesmen and Rick Goldt a special thanks to you for all the repair work, to Art Seager for the donation of the lifejackets, and to all, **Hey From the Head Coach**

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I would like to take this time to thank everyone who has provided their assistance in getting the sailing school off to a great start. To the boat maintenance committee consisting of Paul Chesmen and Rick Goldt a special thanks to you for all the repair work, to Art Seager for the donation of the lifejackets, and to all the members who donated bailers. To Jon Dietrich, and Jacob Marsh for their volunteer work in moving boats in and out of the building, even in the rain.

Along with the work parties the sailing school participated in the Annual Open House. Providing rides for the public in our CL14s & 420. I would like to thank our senior students past and present, Paul Kerigan, Felipe Vicencio-Heap, Natalie Dunbar, Jacob Prapavessis and Jacob Marsh. You all were a great representation of the sailing school and quite delightful to have around.

The staff for this season has finally been put together. This year we have a full roster of past instructors with a couple new ones. We currently have three part time coaches and five full time coaches. They are all excited for this year's season and some have already started teaching the adult spring courses. I'll let them introduce them selves.

Staff 2010 Roaster:

- Director: Peter Wilkins
- Head Coach & Manager: Emily Durward
- Race Coach: Sorin Popa
- Bronze Coach: Nikki Quinn
- White Sail Coaches: Benedict von Holtendorff & Nicole Dupuis
- Adult Coaches: Andrew Dittmer & Peter Norris & Matt Quinn

We are all looking forward to another great season and hope to see everyone on the water.

Emily Durward
Fanshawe Yacht Club & Sailing School
Head Coach & Manager

Head Instructor/Manager: Emily Durward



I've been sailing for ten years and this is my eleventh season out at Fanshawe. I've been an instructor at the School for four years, mostly working with the White Sail youth and adult classes. After Peter Norris (finally) retired in order to pursue his career in law, I inherited the Sailing School's Head Coach/Manager position. When the lake closes in the fall, I will be attending Western taking courses towards my future in business or education. I crew on a C&C 33 in Sarnia on weekends and have raced

Ultimate 20's. I have a passion for music and am a member of the Royal Conservatory of Music. I'm looking forward to another great season!



Adult Coach: Andrew Dittmer

Coaching Experience:

8 years, 2 year FYC Race coach, 1 year RHYC Race Coach

Racing Class Experience:

Laser >>, Star, Melges 24, International 14, 49er

Crew Position: Skipper

If you can't tell by the types of boats I've raced I'm a bit of a speed junky. I enjoy throwing up a 400 square foot spinnaker and accelerating to 35kph (on board GPS) in my skiff across the open water of a great lake. I enjoy coaching and find sail theory particularly interesting. I'm a UWO Physics graduate and a current Mechanical Engineering



student interested in fluid dynamics. This summer I am a



part time Orange coach for the adult classes. I've been sailing for 18 years.

Race Coach: Sorin Popa

I have just finished first year of Engineering at Western and I am going to specialize in computer engineering in the fall. Besides engineering, I have a huge passion for art. I have completed the Foundations art program at Beal S.S in my fifth year of high school before going to Western. There, I really liked doing lithography and ceramics. I have enjoyed sailing for seven years, in which time I also raced with Nikki Quinn in a Laser II. I am looking forward to another great summer as race coach at



FYCSS where I can help up and coming sailors discover the joy of racing.



Bronze Coach: Nikki Quinn

I just finished my 2nd year in biology at the University of Western Ontario. This summer will be my 3rd year teaching at FYCSS, and my 12th year at the club. The seasons of 2006 and 2007 I was on the race team, sailing a Laser 2 with co-worker Sorin Popa. Last year I switched to 29er. Looking forward to another great summer!



Adult Coach: Peter Norris

My name is Peter Norris and this will be my 9th season teaching at the sailing school. I recently completed my second year of law school at Dalhousie University in Halifax, NS. I have been sailing at Fanshawe Lake for 15 years on various boats including the International 14 skiffs as well as Hobie 16 catamarans. Outside of sailing my other passions include flying and fine cooking.



Adult Coach: Matt Quinn

My name is Matthew Quinn and this will be my 8th season teaching at Fanshawe. I'm currently pursuing a career in medicine. I'm working on my M.D. & PhD at the University of Western Ontario. I've taught a lot of different levels of sailing school such as, white sail, bronze sail, and the race team for a season. I used to sail a Laser but have currently taken an interest in skiffs. I'm crew on a 49er with a co-worker Andrew Dittmer. I'm looking forward to another great season.



White Sail Coach: Benedict von Holtendorff



Hi, I'm Benedict von Holtendorff and really excited to be part of the Fanshawe Coaching Team this season. I began sailing early in life when I bought my first boat – a 1983 laser – when I was 12, paid for with long hours on my flyer-delivery route. I completed White Sail levels in Owen Sound and then Bronze and Silver Level and Race Team at Fanshawe. When I'm not sailing I am busy playing competitive water polo with London Eclipse and singing in three different choirs. I am currently attending Medway High School as a grade 12 student, and this summer I will be 18. Some of my other involvements include Reach for the Top, Robotics Club, Eco Club, and Medway Soccer Team. Outside of school, I enjoy canoe or kayak camping as well as hiking. Here's to getting the boat off the trailer and into the lake – the season begins!



White Sail Coach: Nicole Dupuis

Hello! I'm Nicole Dupuis and this is my first year as a Fanshawe Coach. I'm really excited to be part of the team, because I have been part of the Fanshawe Sailing School for the last 5 years as both a student and an Instructor Trainee. I am really happy to be one of the White Sail coaches, for it's an amazing way to introduce people to sailing. I am part of the French immersion program at Sir Frederick Banting Secondary School and love to play volleyball and snowboard during the school year. I am looking forward to a fantastic season on the lake!



*"To reach a port we must **sail**, sometimes with the wind, and sometimes against it. But we must not drift or lie at anchor."*

Oliver Wendell Holmes 12

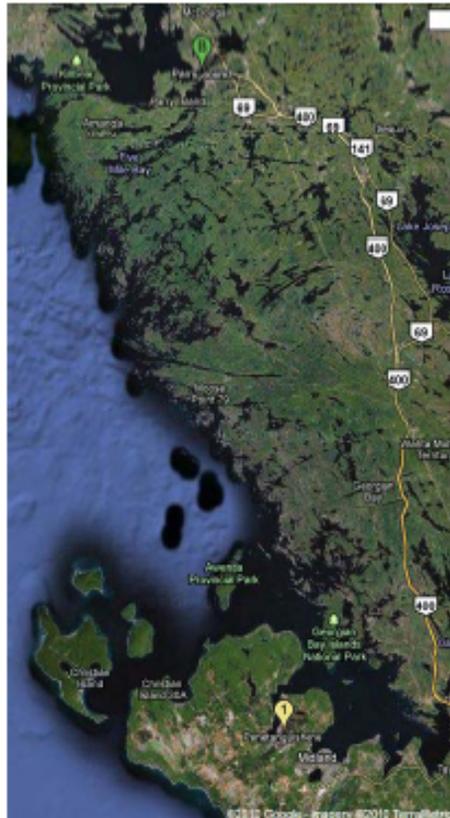
2010 FYC Cruises

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 Penatang. 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

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

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

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



Safety at FYC - Be sure you know what to do to be safe and how to deal with an emergency situation

Managing an incident

Something to check out--flip over your membership card and there on the back are guidelines to managing an emergency at our club.

The same information is posted along the docks (at the life rings) and at each phone (in the chalet and at the top of the north launching ramp). It is crucial that all members take time to read this and be aware of all the safety equipment on club grounds. Things traditionally go wrong unexpectedly and very suddenly ---anything from severe weather to fatigue, accidents or medical emergencies. If you've had the opportunity to speak to the campground security - there are indeed a number of incidents each year in around the water including at our club!

Take Control of the Situation There are life rings on the dock if someone is in the water or use lifejackets, oars, branches, ropes. **Always carry your small gold club key. It unlocks the rowboats and rescue boats.** First aid and rescue equipment is located in the rescue boats in the metal box beneath the seat. There are first aid kits in the sailing school and the chalet (by the men's washroom). Remember-these are for emergency use and are stocked by our Safety Officer, Dr Ross Green. Don't take advantage of this equipment!!!

Ask someone to help you if you can

Call 911 providing the location and details of the situation

Call the UTRCA Park Staff at 519-451-2800 x257 The front gate into the conservation area needs to be aware that emergency vehicles are on their way and you can ask them to notify the Park Superintendent or Security. Remember that our club is on UTRCA grounds with their permission so they need to know!

Unlock the club grounds gate and have someone direct the emergency people

Stay until the emergency vehicles have arrived even if things turn out to be okay.

Notify the FYC Executive as soon as possible.

Follow up - Once all has been managed, there is an **accident report form** to complete. Location of the form

- In the Member's Room, file box on top of the locked bookshelf
- In the race hut in the boxes of forms

-Tacked on the Safety Bulletin Board by the men's washroom.

Plan to be safe

By Law, You are required to carry safety equipment on your boat. If the police stop you on the lake, you will be fined if you are missing this equipment.... and the police do cruise Fanshawe Lake from time to time.

If you want to have your boat safety checked, Brian Perry, Boating Safety Specialist with the London Power and Sail Squadron and FYC member, will arrange a time with you to go over the needs..

Check the weather before going on the water - know what may be coming and make sailing plans accordingly.

Have a life jacket with you in the dories on the way to the moorings.

Be sure children wear their jackets when on the docks and shorelines.

Be sure that someone knows that you will be on the water if you choose to go out alone.

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	Vera Eames
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 BarbePeter James
Parking Area Marshal	Brian Perry
Boat Master	Jim Mackenzie
Safety Officer	Ross Green
Sportswear Coordinator	Lori Chesman
Web Site Coordinator	Kevin Biskaborn
Club Steward	Doug MacKenzie
Club Historian	John Bryant



Hello Fellow Water Enthusiasts

It would certainly appear that the warm weather is finally here. We had to wonder what joke Mother Nature was playing on us on Mother's Day weekend when we paddled in gusty winds, frigid temperatures, and extremely high water conditions. In fact one member from the Yacht Club politely asked "What in the h..... are you ladies doing?" The coach specifically ordered that weather for our training camp weekend to toughen us up! We thank you greatly for the use of the chalet to give us a little shelter from the elements. These last few weeks on the water have been absolutely fantastic and it nice to see more sailors out now too!

Our first races of the season were held in Toronto Outer Harbor on Sunday May 30th. For this tune up race we had supreme conditions on the water and with two teams, Rowbust and Dragon Spirit, we certainly made the dragon boating community sit up and take notice we were going to be strong contenders this season. A handful of "Newbies" paddled in their first race and yes they are truly hooked on the sport. Dragon Spirit won their 170m race, Rowbust won their 2k race and both teams competed in back to back 400m races showing their strength and stamina. Remember in the last newsletter I talked about big toothy grins, now they have turned to huge permanent smiles! It is all about teamwork and everyone dug hard to own their seat. When you hear the coach (you can't miss her!) yelling she wants one more inch and more POWER, make no mistake it is not the national rowing team, it is ROWBUST working a little paddle magic!

Our busy schedule takes us to Pickering on June 5 and then on to the International Breast Cancer Survivor Festival in Peterborough on June 12th and 13th. Breast Cancer survivor teams from all over the world will be participating in this very special event. Finally at the end of June we will be off to Whistler. One can't really express in words the excitement surrounding this trip, so just look at the HUGE PERMANENT SMILES! That says it all. Believe it or not you will have a quiet week around the club the first week of July. Enjoy!

Our Theatre event was once again a sell out and the fundraising committee worked very hard to pull together a wonderful evening with Elvis. It is an excellent show at the Port Stanley Festival Theatre if you get a chance to see it. We are also selling 2011 calendars and there are some outstanding local photos included. Cost is \$15.00 and may be purchased from any Rowbust team member.

We truly appreciate the use of your facility and thank you from the bottom of our hearts for filling in the potholes on the road. We will definitely have a picture or two for you in the August addition of the newsletter. Until then...Paddles up! jill wilson, Rowbust Team member

The Boat Builders of FYC!



Early this spring, the sister ship of Triumph was assembled. Since these photos, the pontoons have been painted and with a little good luck, the boat may make its inaugural voyage on Fanshawe this summer! A labour of love by Doug and Jim MacKenzie

Mike Morris has completed his Puddle Duck Racer and there should be a fleet of four on Fanshawe this summer. This boat can be home built for about \$300 with any choice of design, one sail or more, any theme. It seats two adults and is very stable in heavier air. Great project for the winter or with the family.

www.pdracer.com



Sailing Issues in B.C

We may have algae to deal with but check this out.
Derek Innes writes from Vancouver Island:



This broken down frame of a catamaran trailer was all right as long as it was used in fresh water. Moving to Vancouver Is. in 2002 and launching and hauling out the Dart in the salt water for the last 8 years caused so much corrosion. Derek was intending to go sailing on Jan 30, 2009 and was standing at the rear of the Dart trampoline getting ready to raise the 26' mast when the entire backs of the boat suddenly dropped 2 ft. Actually, he was lucky to get the boat and trailer home that afternoon. He never did go sailing and the Innes now have a galvanized trailer for their Dart 18!

Classifieds

Boats For Sale

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, autopilot 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@symaptico.ca

Happy Sailor #101- \$800.00

An 18' family sailboat (sloop rigged with cabin) made by WEGU in Whitby, Ontario. Designed for offshore 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 - \$1900.00 new price

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



Hobie 14 with Trailer - \$1950 obo

It has been extremely well cared for. The hulls are solid and never had a soft spot. The main sail is in great shape. It has never seen salt water. It has never been painted and doesn't need to be. Everything is straight, solid and dry. It was stored indoors for the winter. The trailer has new tires and new submersible lights. Complete manuals and instructions available online.

Contact: Doug @ 519-452-1207 for details.

21-Foot Sailboat –American 21- \$3700

8' beam, drop keel (12" to 4' draft), 8HP outboard, good sails w spinnaker, sails really well, large V berth w 2 quarter births, portapotty, VHF, swim ladder, solid trailer w new tires, \$3,700

Contact Les Pomeroy - lpomeroy@quadro.net,
519-225-2545.



Siren 17, trailer -\$1500 obo

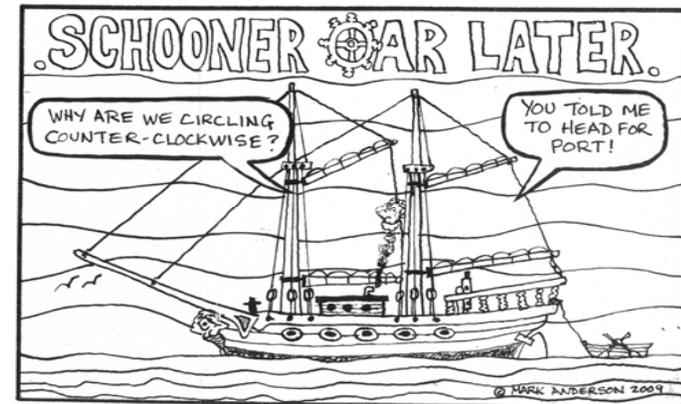
All equipment, including electric motor and battery. Stored inside for pass two years. Needs a little TLC to clean her up but still a good little boat.

Contact Wayne Henderson call in the evenings 519-936-5961
email whenderson@auburndev.com

Canoe - \$100

Performance Fiberglass beside the Delaware racetrack has a new 16-foot canoe for sale. This is the basic hull only--no seats, flotation tanks or gunnels finishing. It is the first one they did and the red gel coat is not perfect. Tony the owner is asking \$100.00. Sounds like a bargain for someone who has the ability to finish it off.

Contact mike morris sailormike14@hotmail.com



From our in house artist Mark Anderson who specializes in monochromatic murals as his day job!!

FYC SHOP 2010 Spring/Summer

Positive Identity Sportswear LORI CHESMAN 659-4633

Ladies' Golf Shirt Moisture Wicking textured polo.
S - 2XL: \$36.00 Colour: Red, White and Navy

Men's Golf Shirt Moisture Wicking textured polo. *LEFT CHEST EMBROIDERED DESIGNS*
S - 2XL: \$36.00 Colour: Red, White and Navy

Short Sleeve T-shirt 100% cotton preshrunk jersey, double stitched sleeve and waist hems.
S - X: \$13.00 XXL: \$15.00 Colours: Red, Sport Grey or Navy

Short Sleeve Henley Shirt 100% carded open-end cotton 3 wood tone buttons
S - XL: \$29.00 XXL: \$32.00 Colours: Navy or Sports Grey

Crew Neck Sweatshirt 17oz 09/10 cotton/polyester
S - XL: \$30.00 XXL: \$32.00
Colours: Light Steel, Deep Red, And Navy

Short Sleeve T-Shirt-Youth 100% cotton preshrunk jersey Double stitched sleeve and waist hems.
S - L: \$12.00 Colours: Red, Sport Grey or Navy

Men' & Ladies' Coal Harbour Polar Fleece Vest 100% anti pill polyester fleece.
S - 4XL: \$30.00 Colours: Navy or Red

Brushed Cotton Cap Tri-coloured cap, structured low profile, pre-curved peak, fabric strap with buckle.
ONE SIZE: \$13.00 Colour: Navy with Red/White

Brushed Cotton Hat Tri-coloured cap, structured low profile, pre-curved peak, fabric covered short touch strap.
ONE SIZE: \$13.00 Colour: Navy with Red Peak

Sport Bag U-shaped zipper, gusseted end pockets with vent holes, zipped down side pocket
25.5"W x 11.5"H x 10"D: \$39.00
Colour: Red/Black/White and Navy/Black/White

FORMS ARE IN THE CHALET OR UNDER DOWNLOADS AT www.fyc.on.ca

The Capsize Recovery

Uncle Al Schonborn, Wayfarer Canada Class Coach

Recovering from a **"Greenlander"** (as the Danes call it when the mast points down at the bottom of the sea), is a **three-stage operation** (if your mast is already horizontal, skip step A)

A. To move the mast from vertical (pointing at the sea bed) to horizontal

1. If necessary and possible, uncleat main and jib sheets so that you will not have to drag your main and jib through the water like giant paddles.
2. If necessary and possible, put the centreboard into its full down position.

3. One crew now stands (as best he can!) on the **windward** rub rail, grabs the tip of the board and tries to hang his butt as far out to as possible in order to start the mast back to a horizontal position. Depending on the situation and crew weight, it may require both crews hanging off the centreboard tip to get the job done, especially if main and jib sheet are not freed. And of course, if your mast is stuck in mud, you will most likely require outside assistance.

4. If, for any reason, the centreboard cannot be used for the above purpose, use the jib sheet instead of the centreboard. I've done this, and it works! Grab the jib sheet on the leeward side, lead it over the hull towards the windward side and then hang off it while standing on the windward rub rail. And if you can't find a jib sheet, tie any piece of line available, around the leeward shroud at deck level and use it the way you would use the jib sheet. (I have not tried this but it makes sense, I think/hope?)

B. Righting the boat from the mast horizontal position

The standard way to accomplish this by having one or both crew members stand on the centreboard. The further out you move from the hull, the more leverage you will exert. The routine should be as follows:

1. **Boat position:** **Make sure that your mast is pointing straight downwind or at least no more than about 45° to either side of straight downwind. This is one time when it's worth swimming the bow around until the mast points in the right direction!!**
2. **Sail preparation:** If necessary and possible, lower the spinnaker (if it was flying), and uncleat main and jib sheets so that you will not have to lift a ton of water as well as the sails.
3. **Getting the leverage:** Put the centreboard into its full down position.
4. **Using the leverage:** One crew now stands on the centreboard, grabs the edge of the deck and tries to hang his butt as far out to as possible in order to start the mast back to a vertical position. Depending on the situation and crew weight, it may require both crews on the centreboard to get the job done, especially if main and jib sheet are not completely freed. Except under exceptional circumstances - which I cannot at this time imagine - **do not lower any of your sails** except a spinnaker that may have been up. The main and jib have an excellent dampening effect on the speed of bringing the boat back upright at a reasonable speed and even more importantly, they make the boat far less prone to inverting/turtling/doing a Greenlander! And besides, you'll need those sails to complete your self-rescue!!!
5. **Getting one person back into the boat:** With practice, you will be able to judge the moment of no return and flip yourself back into the boat as she rights - rather than waiting for the mast to get totally vertical and then trying to climb back into the boat (which is not always easy - especially if you're wearing bulky clothes and PFD). Only one person should do this. The other should hang onto the hull and relax for a moment.

An impressive method that I've seen a 5-0-5 use is having the heavier person stand on the lowered board while the lighter person remains "inside" the cockpit. The boat is then righted with one person already in it and ready to do the necessary to keep the boat under control and not let it capsize again.

C. Completing the Recovery

1. **Uncle Al's Special Trick!!!** The very first thing you should do after getting one person back into the boat is to **fully raise the centreboard**. Wayfarer Man and I learned this the hard way in the '92 Worlds at Hayling Island. In (warm!) winds of Force 6-7, we were one of 28 of 52 boats to dump. Having thoroughly washed *MOJO* (kindly lent to us by Phil Warner!), we righted her with no problem in the two-metre chop, but the first gust put her over once more as she "tripped" over the fully lowered centreboard. We re-righted *MOJO* a second time, let the sails totally luff and this time raised the board completely.

With the **board up, no forward momentum, and sails totally luffing**, the boat will stabilize sideways on to the wind, even when filled with water - i.e. you don't need to touch the tiller, and heel is no particular problem!!! You can just sit and relax, so I've taken to calling this R & R mode (Rest & Relaxation).

2. **Retrieving the crew:** The beauty of going into the R & R mode (**board up, no forward momentum, and sails totally luffing**) is that you are now free to concentrate on essentials such as helping your crew get back into the boat. You can help him or her a lot by simply heeling the boat to windward (until the windward gunwale is under water, if necessary!!) to enable your crew to crawl/slide over the gunwale and back into the boat. While such heeling would be suicide if you had any forward momentum, it is perfectly safe when the boat is dead in the water - if you'll pardon the expression!

3. **Clean-Up:** Now that you are both safely back aboard, is a good time to do a bit of cleaning up. For starters, grab any gear that is in danger of floating away such as paddles, floor boards or half empty cognac bottles, and store them as best you can - if all else fails, one of you can hold onto these while the other bails!

4. **Bailing:** Of course, your bailing bucket was tied to the boat, right? We (often) tie ours to a halyard. Another of the bonuses of the R & R mode is that the fully raised centreboard keeps the water from gushing into the boat through the centreboard box faster than you can bail. You'll still take water over the side occasionally but we found that even in the nasty Hayling chop, we were fairly easily able to bail *MOJO* to the point where the water was barely above the floorboards and we could sail again. You may as well close your automatic bailers, before you start using the bucket. The R & R mode is also good for letting you take the time to remove in relative calm, any ropes that have partially escaped through the bailers. Closing the bailers will also make sure that no ropes get stuck in them - something that always seems to happen if you leave

the bailers open after you capsize.

5. **Getting underway once more:** Once you have lowered the water level in the boat to near the floorboard level, it is pretty safe to stop bailing and start sailing. But first, remember to

- stow any loose gear that may get in your way and ropes that may want to go out through your bailers with the water
- grab some refreshment before the real action starts again
- put the board half down, open the bailers and move your crew weight well aft
- sail a reach for best bailing speed

Note: I have seen Wayfarers capsized, righted, and sailed dry without the benefit of bucket bailing - once even with the spinnaker up in a "kuling" (30 knots +) on Furesøen near Copenhagen. One of these days, I must try that. Although I've never managed this myself, it is clear that you must put your crew weight as far aft as is possible. If you do it right, I suspect you should be able to slop a lot of your in-boat water out the back of the boat over the transom - even at speeds that would not be enough to make your bailers work - provided that your weight aft has almost submerged the transom. The other benefit of weight aft once the boat starts moving is that the pointy section of the bow (which will easily deflect your course and overpower your rudder when the boat is full of water and/or going fast), will be out of the water and you'll be sailing on the flatter, more forgiving aft sections of the hull.

A Useful Sailing Tip for Newer Sailors!!!

Some tips are long and some are short – this one is short, but it's a potential lifesaver! - The smart way to avoid potentially life-threatening head injuries from a swinging boom. As you know, sailing downwind has the dangerous potential of the accidental gybe. This can be quite a common occurrence if you have an inexperienced crew at the helm or perhaps with a major wind shift when sailing close to an island and ... well... with the added distractions of being on a sailing vacation, an accidental gybe is probably going to happen.

Please teach your crew to only walk to the front of the boat on the boom side of the boat when sailing down wind.

In this manner the boom is only traveling at a bruising 20 miles per hour when slamming across instead of the fatal 100 miles per hour when it reaches the other side.

from : *Grant Headifen from Nauticed brings you another Tip of the Week*

2010 FYC EVENTS

For more information view our website – 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

- Aug 21/22** Club Championship Regatta /Corn roast on Sunday
Closed Regatta- Club Members Only
- Sept 11** Fall Work Party # 1 -Sailing School
Scheduled classes are completed
- Oct 2/3** Pumpkin Regatta –invitational
- Oct 16** Fall Work Party #2
- Oct 17** Fanshawe Conservation Area closes for the winter
- Oct 23** Fall Work Party #3
- Oct TBA** Annual General Budget Meeting
- Nov TBA** Annual FYC Banquet

Club Cruises

- July 23-31** Lower Georgian Bay to areas around Beausoliel Island
Contact: Mike Morris, Doug MacKenzie
- June TBA** Rideau Canal motor cruise for 1 week.
Contact: Mike Morris
- June 30- July 4** Put-In Bay Cruise – Lake Erie
Contact: Brian Hurst

Informal Racing- Wednesday Afternoons and Evenings

Anyone is welcome to attend these informal races.

- Dates:** May 12 to Oct 13
- Times:** 3 PM and 7:00 PM moving to 6:30 PM as the days shorten

Dragon Boating

- Aug 21** London Dragon Boat Festival- Fanshawe Lake
<http://dragonboatlondon.ca/>

London Dragon Boat Club

- Aug 21** London Dragon Boat Festival
- Sep 18** Stratford Rotary Dragon Boat Festival September

Rowbust Dragon Boat Club

Seasonal On-Water Practices

Tuesdays & Thursdays
Saturdays

6:30 p.m. – 7:30 p.m.
8:00 a.m. – 9:00 a.m.

Rowbust Festival Picks 2010

- May 30** Toronto Women's Outer Harbour
- Jun 5** Pickering Dragon Boat Festival
- Jun 11-13** International Participatory Festival - Peterborough
- Jul 2-4** Canadian National Championships - Whistler, BC
- Aug 7** Woodstock Rotary Dragon Boat Festival
- Aug 21** London Dragon Boat Festival
- Sep 18** Stratford Rotary Dragon Boat Festival September 18

Sailing School Schedules

2010 Adult Evening and Weekend Programs

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

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

Year-end Banquet

Sailing School Regatta



A German artist built a life-sized paper boat and plans to sail for 40 days before it eventually disintegrates. The paper boat that he sailing measures 30 feet long, weighs 55 pounds, uses a 170-square-metre piece of Tetrapack paper. It took only two hours to construct

www.2dayblog.com/images/2007/august/sail_2.jpg