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ED: S. GOLDT

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Fanshawe Yacht Club & Sailing School, London Ontario Canada

Visit us online at [www.fyc.on.ca](http://www.fyc.on.ca)



Hello FYC!

So far this spring/summer, the club has been as busy as a one armed sailor sailing a critical light weather downwind leg with deer flies on the deck. With a late start to the season, we seemed to have needed volunteers constantly to manage the club opening and events in May and June. Thanks so much to all of the members in all three clubs (paddlers and sailors) for all of the time they have offered both to preparing the club for the season and promotion as well as to their own clubs in training, equipment maintenance, and the joy of being on the water in the summer.

## 2013 Member of the Year – Vera Eames

Vera has been very much involved in the sailing club and sailing school. She was Director of the sailing school and continues on as a member of the sailing school board. Considerable changes have been made in the organization of the school over this time with very good results. Vera also acted as Club Treasurer. Both Vera and Jeff actively sail their Wayfarer “Bloody Thing” in Wed. night races and regattas.



Vera doesn't just do the work -- she makes it work.

## 2014 FYC Cruising – North Channel Cruise – Jul 12-27



Above is the starting point of the cruise – Killarny; from this point, some of the most beautiful sailing and scenery on the great Lakes. Join the cruise for some of the days or the whole time.

Contact: Mark Anderson, [mark7anderson@yahoo.ca](mailto:mark7anderson@yahoo.ca)



BRAD BISKABORN LASERING

## FYC RACING



### Upcoming Regatta - Aug 23, 24

The annual FYC Club Championship Regatta is being held on Saturday August 23rd and Sunday August 24th, 2014. Come out and compete for your chance at winning the coveted Club Champion Title!

**Regatta Organizer:** John Kabel, Rear Commodore & Race Committee Chair

**ELIGIBILITY :** All participating boats must have at least one current FYC Club Member or Sailing School student on board at all times and the boat must be registered to the club and bear a valid UTRCA boat pass (as of April 21, 2011). Sailors that are NOT club members are welcome to participate given that the above rules are followed.

**STARTS:** All start sequences and rules in effect are for a **WATER-based** regatta (the FYC Barge will be used).

**FIRST RACE:** Saturday 11:00 AM; Sunday 10:00 AM.

**LAST RACE:** No start sequences will be started AFTER 1:00 PM on Sunday; Champion of Champions race to follow.

**DINNER: Annual FYC Corn Roast** to follow the racing on Saturday, starting at 5:00 PM.

### REGATTA ENTRY FEES:

**Single-Handed:** \$25.00  
**Junior Single:** \$20.00  
**Learn to Race:** \$10.00

**Double-Handed:** \$40.00  
**Junior Double:** \$35.00



## 2014 June Bug Regatta Report

### June Bug Regatta Needs a Name Change

The annual FYC June Bug Regatta was held on June 7 and 8, with sixteen boats competing in five classes. It was a common complaint among everybody involved, on shore or mid-lake, that the regatta might have been named differently this year. A swarm of stone flies, 3/4 –inch black pests that laid their tar-like smears of egg masses on anything that was close to standing still, decided to peak on Saturday. Maybe the “June Bug Regatta,” no words emphasized, should have been changed to “June BUG Regatta,” with extra-heavy weight on the flying protein.

Volunteers, as usual, swarmed to the Club to support an event that was without issues. Kevin Biskaborn and Sue Goldt sent the word out ahead. Mary Watson held several portfolios, including Registrar and Chief Brown Bagger. She whipped up a great lunch in a “bag-your-own” format, with comical emphasis provide by her daughter, Bev. Not content to stay on shore, she joined the Committee on the barge for Sunday’s damp racing, and back in the clubhouse as auditor during scoring.

Safety boats were manned by the London St. John Ambulance SAR crew, equipped with their huge extra load of life rings, first aid kits, ropes and an automatic electronic defibrillator. The SJA included Jean Cawthorpe, Matt Hamilton, Larissa Foote, Tobias Ireland and Christine Newton. No boats needed saving this year, but the downwind mark had to be caught from going over the dam on Sunday. Matt and Christine get credit for that save, as well as pulling a 2 m log out of the navigation area. Ralph Smith and Steve Walker helped drive boats. Diana and Don Taylor, together with Mark Cole, assisted your Rear Commodore with race officiating duties on Saturday. Mark came back for more on Sunday, and his pictures will grace the website shortly. He regrets to say that he has nothing quite like the flying “Raise a Little Hull” of 2013 June Bug fame, but the sun made for some great shots of technique. Stay tuned.

The bugs didn’t get in the way of typical FYC coping skills. Three races under very light air and hot clear skies made for a slow challenging Saturday. The boats that were fortunate to predict the leading edges of wind lines established clear leads, and held them into Sunday. A cloudy Sunday morning with light air slowly morphed into a shower-fest with heavier breezes toward noon. As there was no possibility of crowding eight races into the regatta, we called things off after three heats. The winds all weekend were dominated by complete indecision on direction, except that they were generally from the east half of the compass. We were dealt windward starts and finishes in almost all races, but the barge anchors were pulled at least a quarter turn while boats were on-course.

Lasers dominated the boat presence. Brad Biskaborn closely beat out both brother Kevin and father Jens in a three-sweep. Sue Pilling and Steph Romaniuk came all the way from Parry Sound to thump our own Jeff and Vera in their Wayfarer. The battle of the Chris-owned CS-22s carried forward from last year, except that in 2014 Milne handily beat Fogelman wire to wire. Brooke Wareing has established herself in the winner’s spot in Open Dinghies, beating the Y-Flyer team of Blocker and

Read, and a pair of brave FYC Sailing School students, Andrei Calinescu and Corey Stanford on a school CL-14. Finally, the Edel 540 "Never Better" under the hand of Mike Morris, assisted by ever-eager Ross Green, has taken a solid grip on the Open Keelboat class, as they dealt handily with a challenge from relative newcomer Bob Magill in the Tanzer, and Szymon Kornobis in his Catalina 22.

One thing we can guarantee about the Club Championship Regatta, to be held August 23 and 24, is that we will not have to dodge clouds of black nasties. We will be able to focus on our craft. Your race management group hopes that all Club racers will come out to challenge the folks that have done the early winning in 2014. Have a safe racing summer!

John Kabel, FYC Rear Commodore and Race Committee Chair

ED NOTE: Checked out these bugs and found that when the egg masses become moist (eeew), the eggs are hatching and the larvae drop off the attachment into the water. So before you scoop them off with your hand.....

## June Bug Regatta 2014 - Results

June 07 - 08, 2014 | [Photos](#) | [Other Regattas...](#)

[« Previous](#) [Next »](#)

**LASER** Entries: 6 Races: 6  
Sailors: 6 Drops: 1

Place	Skipper	Sail No	Club	Points	R1	R2	R3	R4	R5	R6
1	Brad Biskaborn	178654	FYC	7	<del>DNS7</del>	1	1	1	2	2
2	Kevin Biskaborn	187414	FYC	8	2	2	2	2	1	1
3	Jens Biskaborn	20791	FYC	17	5	3	5	3	3	3
4	Rick Goldt	38585	FYC	19	1	4	3	4	DNF7	DNS7
5	Jeff Fullerton	199259	WRSC	21	4	5	4	5	4	4
6	Emmett Wise	196073	FYC	25	3	6	6	6	5	5

**WAYFARER** Entries: 2 Races: 6  
Sailors: 4 Drops: 1

Place	Skipper	Crew	Sail No	Club	Points	R1	R2	R3	R4	R5	R6
1	Sue Pilling	Steph Romaniuk	397	PSYC	5	1	1	1	1	1	<del>DNS3</del>
2	Jeff Eames	Vera Eames	7220	FYC	9	2	2	2	2	2	1

**CS 22** Entries: 2 Races: 6  
Sailors: 3 Drops: 1

Place	Skipper	Crew	Sail No	Club	Points	R1	R2	R3	R4	R5	R6
1	Chris Milne	Melissa Flannery	132	FYC	5	1	1	1	1	1	1
2	Chris Fogelman		359	FYC	10	2	2	2	2	2	2

**OPEN A** Entries: 3 Races: 6  
Sailors: 5 Drops: 1



Place	Skipper	Crew	Sail No	Class	Points	R1	R2	R3	R4	R5	R6
1	Brooke Wareing		200140	Laser Radial	5	1	1	<del>2</del>	1	1	1
2	Jack Blocker	Colin Read	1796	Y-Flyer	9	2	2	1	2	2	<del>2</del>
3	Andrei Calinescu	Corey Stanford	3	CL 14	18	3	3	DNS4	DNS4	DNS4	DNS4

**OPEN B** Entries: 3 Races: 6  
Sailors: 4 Drops: 1



Place	Skipper	Crew	Sail No	Class	Points	R1	R2	R3	R4	R5	R6
1	Mike Morris	Ross Green	1747	Edel 540	5	1	1	<del>2</del>	1	1	1
2	Bob Magill		1305	Tanzer 22	9	<del>DNS4</del>	1	2	2	2	2
3	Szymon Kornobis		2374	Catalina 22	19	3	DNF4	DNF4	DNS4	DNS4	<del>DNS4</del>

## Wednesday Racing

Wednesday racing has been well attended this year and as Mary Watson noted, the Sailing School Racers are involved in training to race during this event. On evenings when Rick and I raced, if the wind seemed light on the drive out, it did show up in time for the start. Sure feels as if we have left the city and entered cottage country once we are on the water! Rick has been trying out his new red gennaker..

'For newer sailors, a **gennaker** is a sail that was developed around 1990. Used when sailing downwind, it is a cross between a genoa and a spinnaker. It is not symmetric like a true spinnaker but is asymmetric like a genoa, but the gennaker is not attached to the forestay like a jib or genoa. The gennaker is rigged like a spinnaker but the tack is fastened to the hull or to a bowsprit. (*Check out our great Canadian carbon fiber bowsprit on the Sirius created by Rick out of hockey sticks!!*) It has greater camber than a genoa (but significantly less camber than a spinnaker). This is optimal for generating lift at larger angles of attack. An early form of gennaker was the "gollywhomper", used briefly in the 1870s.<sup>[1]</sup>

'The gennaker is a specialty sail primarily used on racing boats to bridge the performance gap between a genoa and a spinnaker. It is sometimes the only

downwind sail on board because it is easier to use and less expensive than a spinnaker. Due to its geometry, the sail is less prone to collapsing than a spinnaker. (ummmm not sure about this ? Shifty winds sure steer us away from a beam reach) A gennaker is optimal for a beam reach, while an asymmetrical spinnaker is optimal for a broad reach or run.'

The biggest challenge with the Gennaker is trying to keep the lines of the jib and gennaker from tangling into a mass around Rick's foot as it is hoisted...Ha, good visuals!

We do gain a lot of ground on the beam reach when the gennaker is functioning as it should. Heard a suggestion float from across the water that it may change our rating!! Probably true when we stop crashing about on deck!

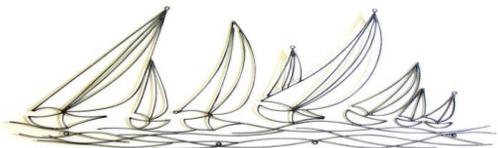


## 2014 FYC Commodore Sail Past and Reception

This year was definitely and unusual year for the opening weekend of the sailing club. The cool and wet spring slowed our work parties which in turn slowed the launching of boats for the season. Extra work on the moorings (chain replacement) resulted in a crush of trailer sailors on the south parking lot.



Soooo, as a variation on the sail past, the Commodore, Brian Hurst, with the Commodore's irreplaceable team: wife Nathalie and daughter Elayna, headed out on 'Raise a Little Hull' with skipper Jim Mackenzie and crew Carleen Hone. The course took this venerable cartage past the race hut area where the FYC members greeted them with waves and cheers!



An absolutely beautiful room awaited us for the reception with all the creativity for food and decor provided by Anita Elworthy and Mary Watson. So much appreciated ladies!!!



A few of our tables of sailors and families – happy sailing all!





## FYC Sailing School Report

There is a lot to report and I would like to thank the Committee Members for all their hard work and FYC Members for their support.

We purchased (Jim Mackenzie did all that work) another new Mercury 15hp short shaft motor bringing us up to 2 new and 1 old. We will be running 3 coach boats this season.

This season we have changed the Manager's position from one of managing staff & school and equipment to just that of equipment (this being our greater need). The new position does not attend meetings (but provides updates via email and personal meetings) and does not have a vote on committee matters. A number of people were considered and were approached. We welcome John Kabel (who has been doing a fabulous job with this) to this position. We are currently reviewing our current choice of boats - possible needed replacement parts and possible replacement fleets - more in a report in the fall.

The Public Health and Safety Association reported in May that all ON employees would have to take a 1 hr training course by July 1st. We have been working to ensure we are in compliance.

Registrations numbers are different this season. As most of our CANSail 3/4 group graduated, and with our lack of a CANSail 5/6 Instructor, there is no course for them to take (however please read below). While our registration numbers will be down we only need a few more to break even for the year (remember last year we had a profit). Our adult courses have all increased in registrations and our CANSail 1/2 registrations are on par. It is the CANSail 3/4 registrations that are lacking. Although

we cannot offer a full Race Team program, we have been able to put together a Wednesday night course where students will be instructed on the water (as part of club racing) with a debrief on land. We hope these students will remain interested in sailing, racing, FYC and will return next year (when we will again try to offer a CANSail 5/6 course).

We welcome Eric Richert as our Head Instructor. You will notice a new Instructor - Petru Obreja, a past FYC Race Team Member, with returning summer Instructor Brooke Wareing and occasionally Nikki Quinn. We have been able to get funding for some of the Instructors this year which will help us with wages.

We will be holding a school year end Regatta on Tuesday Aug. 26 with a student banquet on Thursday Aug. 28. It is sad to be thinking of the end of the season already. Wishing everyone a great season!

Mary Watson, FYC Sailing School Director



## Successful Open House!

Thanks to a small army of volunteers, FYC hosted a successful Open House. There could have been a little more wind but at least there was no rain! We had 17 adults sign up for the CANSail course. This was up a few from last year. This was on top of the 8



that had mailed in registrations previously. It is interesting to note that a few of these people had come to previous Open Houses and finally decided to sign up - so persistence does pay off. While we have 2 youth sign up for lessons, many registration forms were handed out and I'm sure we will be getting some of them back. I am not aware that we had any new members sign up on that week-end but we showed a lot of people what an awesome place FYC is.

We advertised "Sailboat Rides" not "Free Sailboat Rides" and directed people to the website for more information. The information included that you had to be at least 8 years old to go out on a boat. While we will had some little ones show up, there were not as many and actually people did call beforehand to check. This would be a good policy to continue.



It was suggested that we have a Skipper's meeting each morning to go over the plan so we will look into adding that next year. It was great working with everyone - your time, efforts and hard work were very much appreciated,

Sincerely, Mary Watson

Photos by K Biskaborn

## To Those with Food Allergies and Dietary Restrictions

Please let us know beforehand if you have special needs regarding food. We put a lot of time and thought into menu and food items that we serve you and our goal is to have something for everyone. It takes days and weeks to put on a food event so the more time you give us the more it helps us.

If you arrive at an event and you have not advised us of a food allergy PLEASE ASK us what is in the food. After one event this year someone asked me a week later if such and such had been an ingredient in one of the dishes. It had been. Actually it had been in one of the fancier dishes I made and had been quite pleased in preparing it for the membership only to learn it had made someone ill because they were allergic to one of the ingredients. It was upsetting to learn and it was so avoidable. We are more than happy to reveal our secret recipes (or ingredients anyway!) to keep everyone safe and content.

We are also happy to have you contribute a dish to share as you are probably not the only one with that allergy/restriction (food costs are reimbursed).

Please, help us serve you in a safe and satisfying way,  
Sincerely, Mary Watson

## 5<sup>th</sup> Annual Father's Day Breakfast and Poker Race – Jun 15

This year was a perfect year for a breakfast and sailing but that did not bring a lot of people out to this event. Perhaps that it coincided with Open Trails weekend created some conflict. Nevertheless, those who attended enjoyed the great company and sailing

Left is a great photo of John, Hillary and Jim on Sunday enjoying the fine, fine weather!



## The First ever Trails Open London June 14 and 15

Trails Open is actually a new arm of the Open Doors Event in Ontario with the idea of promoting outdoor areas to visit and enjoy. FYC held its annual open house in May, at a time when we are encouraging people to join or sign up for Sailing School classes. If you review Mary's Report in this issue, you will note this is successful.

FYC had the gates open to visitors and a few members acted as ambassadors to the club – greeting, touring and answering questions. A very low keyed involvement in the event.

UTRCA saw over 1700 people through the gates but not all the info is out yet about the event's success.

In the photo is FYC Ambassador, Mike Morris. Mike had been marketing FYC over many years and I bet a lot of members were not aware of this. He places notices, signage and articles in local papers and public places. He is currently doing a TV production with Rogers on the club (not the first that he has done!). I will let you know when that will be broadcast. He has been interviewed by a number of area reporters over the years.



## Sailors Must Socialize

### FYC Annual 'Hot Dog' Saturday – Aug 23

Following the last Saturday race of the Club Championships, the annual corn and dog roast will take place at 5 PM. All club members (sailors and paddlers) are welcome with their families



There will be more information available as we near that event so jot it down on your calendar....nothing like fresh succulent cobs of Ontario corn on a summer eve. Mmmmmmmmm.





THE MOST AWESOME BANNER I HAVE SEEN!!!!



June 15<sup>th</sup> was the third annual Dragon Boat Festival on Fanshawe Lake hosted by the Rowbust Dragon Boat team. Both the Rowbust and London Dragon Boat Club members were exceptionally busy in the weeks before with planning but specifically with training teams in the evenings for the week before. When I saw one of the evenings of training, it was wonderful see so many happy and excited individuals preparing for their paddling time. Tremendous amount of time put in by the coaches and other team members from both clubs. Really impressive!

## Here comes the dragons

Sean Meyer/London Community News

photos by Mike Maloney

*Linda Kuska is co-chair of the Fanshawe Dragon Boat Festival, which takes place for the third year at Fanshawe Lake on Saturday (June 14). The festival has 57 teams competing, including 12 representing London hospitals.*

Three years ago, Linda Kuska had one fear about the soon-to-launch Fanshawe Dragon Boat Festival — that being nobody would actually want to come out and see the show.

Heading into this year's festival, set for Fanshawe Lake on Saturday (June 14), Kuska, event co-chair, is confident that concern has been put to rest.

"Our biggest fear was that nobody would want to come do it. Well that



has been proven so wrong, very wrong," Kuska said. "Going into our third year, there are a lot of teams, companies, families that get together just because of this event. It is pretty cool to watch."

This year the festival has 57 teams competing, including 12 hospital teams, seven junior teams, and for the first time, two teams from Toronto are taking part.



Those 57 teams translate into approximately 1,800 paddlers expected for the festival. In addition to that, an estimated 1,500 spectators are also expected, although the number could be even higher as this year coincides with free entry into the conservation area's family day.

Racing starts at 8:30 a.m., a half-hour later than last year's festival. That little change, along with some other tweaks, was constituted to make things run even smoother.

And in this case, smoother means moving a couple thousand people into the park, more or less, at the same time.

"This year we have opened the back entrance as well so people can get in, then have the buses drop them off at the water's edge," Kuska said. "That might be a little more convenient for people than fighting in from Clarke Road. Hopefully that lessens the congestion."

Adding to the festival are the 25 food vendors that will be on site, including Kelsey's, the Dawghouse and Sweet Onion Grill. There will be clothing and information vendors, even one from Victoria, B.C., which specifically sells a lot of dragon boat-related jewelry.

Another way to gauge the popularity of the festival is in the money that has been raised.

The Fanshawe Dragon Boat Festival was designed to be a fundraiser for the Rowbust dragon boat team. In the first two years, the festival has raised \$31,000 for the team.

Last year, the festival also committed to supporting the Gene Goodreau Patient Assistance Fund. Having raised \$5,000 last year, Kuska said the goal is to raise \$8,000 this year.



The important thing about [the Goodreau fund](#) is the money stays in the Forest City at the London Regional Cancer Program. The program benefits local patients and families dealing with various forms of cancer.

While money raised is one measure of popularity, money spent is another indicator. Kuska estimates the dragon boat festival costs about \$70,000 to put on, making the generosity of sponsors and donors offering in-kind support essential to making the day a success.

“We have been amazingly successful. Each year Loraine Warnock, my fellow co-chair, and I are blown away by how successful and how much fun people are having for this,” Kuska said. “From year one to year three, it is easier to get sponsors, easier to get the in-kind stuff. There is no explanation needed, in many cases it is just a quick phone call or email to people and they are ready to help.”



While raising money has always been a big part of the festival's mission, it is perhaps secondary to the goal of spreading the word about dragon boat racing.

Kuska said the idea is to “get people out on the water instead of sitting on their computers and thinking about work.”

While it can be easy to measure fundraising success, determining whether public awareness is growing is somewhat more subject. Kuska said there are “a couple of clubs out at the lake,” including the London Dragon Boat Club, which has gained members over the past several years.

Even Rowbust, which has been around for 15 years, has seen its membership increase.

Those growing numbers, Kuska said, are possible because dragon boating is truly something anyone can do.



“It doesn't matter your fitness level, if you want to come out recreationally once a week, there is a team for you. If you want to work really hard and compete at the highest levels, there is a team for you. It really is a lot of fun and people need to have more fun in their lives.”

## Results of the 2014 Fanshawe Dragon Boat Festival Racing

Race	Lane	Team	Division	Place	Time
<b>1</b>	1	Blazing Paddles	COM	5	02:57.24
	2	Paddle for a Cure	COM	4	02:53.67
	3	Saffron Road	COM	1	02:27.10
	4	Team CoChCo	COM	2	02:44.61
	5	Walking on Water	COM	3	02:48.27
8:30am					
Race	Lane	Team	Division	Place	Time
<b>2</b>	1	By Default	COM	3	02:42.96
	2	London Community Newshounds	COM	4	02:44.05
	3	Dragon Along	COM	5	02:47.52
	4	FCSSC's Barely-A-Wake	COM	2	02:41.70
	5	COpper Dragon's	COM	1	02:33.92
8:41am					
Race	Lane	Team	Division	Place	Time
<b>3</b>	1	London Cross Cultural Learner Centre	COM	5	03:18.92
	2	Ronson Rowers	COM	3	02:48.50
	3	Scotia Bankbarians (our Title Sponsors)	COM	2	02:45.68
	4	CBI	COM	4	02:57.64
	5	Mission Dragon's	COM	1	02:37.71
8:52am					

Race	Lane	Team	Division	Place	Time
<b>4</b>	1	Life is Good	COM	3	02:47.90
	2	Dragon Hearts	COM	2	02:41.41
	3	Sync or Swim	COM	5	02:53.02
	4	Tragically Quick	COM	1	02:37.49
	5	Driven Dragon's	COM	4	02:51.72
9:03am					
Race	Lane	Health Care Division	Division	Place	Time
<b>5</b>	1	Team Upstream	COM	4	02:46.18
	2	Dragon Our Arses	COM	3	02:37.22
	3	The Strokes (UH ER)	HC	2	02:32.55
	4	Remission Possible	HC	1	02:32.42
	5	KingsQuest	HC	5	02:47.27
9:14am					
Race	Lane	Health Care Division	Division	Place	Time
<b>6</b>	1	Crush	HC	3	02:41.54
	2	Forewaters	HC	4	02:51.91
	3	Just Stroke It	HC	2	02:38.06
	4	The Paddle Wagon	HC	1	02:37.07
	5	Eye Candy	HC	5	02:57.93
9:25am					

## “Delivery Buoys” (and a Girl) Do the Duty



Good deals come along without regard to the weather. This spring, Commodore Brian and Admiral Nathalie found a CS-36 Merlin that would suit them very well as a cottage boat. The catch: it was in Midland, mast up and in the water. It had to come to Sarnia. Spring was still struggling to life. What was the owner to do? Of course, he assembled a team, did a ton of preparative work, and brought the boat around the Bruce Peninsula by water! To do this, Brian snagged Past Commodore Roy, Fleet Captain Nik, and the author

to make up his crew. Read on, for the learning and funny moments of a trip that went very much our way.

Week-2 and earlier: Inspections and preparations

Two things count with yacht delivery: speed and safety. Brian had high confidence that *Verity III* was well-found. In the weeks leading up to the trip, he had inspected her without finding major issues. Roy had muttered over the diesel, and pronounced it seaworthy. Sails were serviceable if a touch worn. The head, water, electrical and propane systems were in top shape. Nathalie had found the galley, cabins and tender much to her liking. All that was missing was navigation gear, which Brian fixed by installing a new Raymarine chart plotter with preloaded Navionics charts. The uncertainties included an untried boat with a chart plotter none of us had used before, and the weather.



Week-1: The plans fall into place

With an eye on forecasts, and knowing that comfort goes a long way to making sailing safe, Brian settled on the Victoria Day weekend. In 2014, this came a full week ahead of its usual “two-four” slot. Nathalie as quartermaster went full out on meal preparation and provisioning.

Your scribe worked with his OziExplorer and Mapsource planning software, Garmin GPS and iPad to work up course plans and time estimates, feeding these to the Skipper for review. With a waypoint outside each navigable port along the way, it came down to three choices:

- A dash to Tobermory for a sleep, then round Cape Hurd to Sarnia – 228 nautical miles, or 46 h sea time at 5 kn estimated speed, maybe 2 days
- A crossing to Tobermory, a sleep, then another overnight in a suitable Lake Huron Port, and a final run to Sarnia, totalling 238 NM, or 48 h, 3 days
- A conservative swing over to the west side of Georgian Bay, creeping by all the major ports up to the tip of the Bruce, rounding and staying well inshore on Lake Huron’s west coast, picking our overnight harbours as we needed them, for a total length 277 NM, or 55 h, maybe 4 days

We chose the middle version as a starting position, eliminating the dangers of night sailing.

Day-3, Thursday: Ice still looms

The trouble this spring was lack of heat. As late as a week before departure, there had been a miles-long shelf of broken ice in the Southampton area. As of the Thursday, there was still shelf ice and floating block ice in open water on the Environment Canada Ice Conditions reports for both western Georgian Bay and northeastern Lake Huron. But daily checks on the reports showed that the ice-prone area was shrinking fast, and projected to be clear by the weekend.

Day -2, Friday: An “open-water” ice forecast

Finally, the forecast moved to “open water,” meaning some scattered ice chunks. Still hazardous, but now promising. We settled on a Sunday departure to overnight in Midland, with an early start on the water planned for Victoria Day morning.

Day -1: Saturday: People really pitch in

With ice still possible, we looked for eyes on the water. John McKay, your scribe’s racing skipper in Sarnia, knows a lot of people. He contacted a long-time friend, Richard Whyte, who is a Great Lakes marine pilot. Not having been up at that end of Lake Huron yet this spring, Captain Whyte in turn reached into his contact list. A call to the skipper of the Chi-Cheemaun confirmed that no ice had been seen in the Tobermory or Wiarton areas since Thursday, and recreational yachts were starting to move. But, said he, be prepared for cold. Other London sources confirmed the absence of ice. The trip was on!!

Day 0, Sunday: The “Delivery Girl” drops us in Midland

Nathalie is not only a great cook; she knows how to get behind a crew. Having imbibed and cheesed ourselves silly at the FYC Commodore’s Sail-Past, the “Delivery Buoys” left for Midland, with Nathalie along to return the truck to London. A forecast free of significant storms and waves put us in a good mood. The crew’s first look at *Verity III* confirmed a clean solid boat, in great condition.

Day 1, Victoria Day: Here we go!

In the quiet of Midland’s Bay Port marina, we anxiously awaited the fuel dock attendants, who turned up promptly at 0755. Topped up, we turned north. And quickly discovered what this trip was going to be about. It was Cold, with a capital “C,” under sunny calm skies, as we headed out into the Midland bay on the iron jib. A layer of light haze smudged the horizon. Nik got to work and we discovered the convenience of modern electronics. With a small utility on the iPad, we were able to connect directly to the virgin chartplotter, which



uploaded the waypoints without asking. Nik worked up the planned route, with the handheld GPS tracking us in the meantime. It boded well for the trip; the intuitive nature of the Raymarine interface meant we were in full route navigation mode within ten minutes of starting the job!

We pried Brian's hands from the wheel for bagels and the first of many coffees from "Tassie." Steering was handed over to an old but serviceable Raymarine Autohelm. The wheel stepper motor on this unit had a characteristic sound like the yip of a small dog. So we immediately christened it "Otto," and let him drive. A periodic adjustment of the course selector, in single-degree increments, kept us within a hundred feet or so of the chartplotter course line for the rest of the trip. The chartplotter quickly became "Ray Marie." In the future, Brian plans to connect the two, so trips could be completely hands-free. We wonder how that will work, though, a lady trying to tell a guy where to go on a boat . . .

By the time we cleared Midland Harbour and passed Beausoleil Island, our confidence in *Verity III* was right up there. On the Brebeuf Island range, we put out sails. The Skipper was well pleased when we hit 7.7 kn at one point. A couple of tacks to clear a commercial tug were all we could manage, though, as winds dropped right off. It was back onto the motor, as we cleared Hope Island onto the Bay proper.

The Giant's Tomb in the distance signalled the start of a calm windless Georgian Bay trek, leaving only one sailboat behind us. We never saw another vessel until the Tub. The crew set up a rotation at the helm, mainly as lookouts with Otto driving. Playing with the chartplotter broke up the day somewhat. But Roy rightly came to the conclusion that "the paint couldn't dry fast enough on this trip."



Lunch and dinner confirmed Nathalie's planning skills, as portioned aluminum dishes came on deck hot from the galley stove, veggie or carnivorous to suit. Also brought into service was a warm floater survival suit loaned to your scribe by friend Steve Waite of London Power and Sail Squadron; as the sky cleared the temperature got down close to 7°C, the lake flattened even more, and the shore disappeared behind haze. Land came back into view as we approached our turn westward and north of the Cabot Head Shoal.

With sunset ahead of us, Cabot Head passed slowly to port. The three enormous stone fingers of the tip of the Bruce Peninsula were still visible into darkness, reaching up into Georgian Bay with the port of Wingfield Basin nestled between two of them. The light surface fog added to twilight to give us a less than clear view of Dunks Point outside Tobermory. With the leading lights of a cell tower, and the glow of some major wattage in the Tub, we finally came onto our planned approach line into



Tobermory. Nik was the only one with direct knowledge of the basins, and he talked Brian past the brilliantly-lit bulk of the Chi-Cheemaun to the transient docks.

Here we got confirmation that this was going to continue to be a lonely trip. No dock attendants, no answers on the VHF, no Coast Guard boats, in fact, nobody. We picked the closest dock, tied up, and hunted for shore power. The receptacles were there, but the voltage was not. Fortunately, *Verity III* has a great propane cabin heater and lots of battery power to keep a night light going. Here we confirmed also that the Skipper sleeps soundly; he was snoring barely thirty seconds after hitting the pillow.

Day 2, Tuesday: "\*\*\*\* \*\*\*\*, what the \*\*\*\* was that??"

The crew woke early to Skipper going ashore in search of facilities. We tagged along on a second tour of the Tub. Just when we thought we might leave without seeing another person, we came upon two ladies smoking outside the kitchen of the little restaurant at the main dock. They got us coffees on our promise that we would be back for breakfast, since the grill was still warming. They must have cursed when we backed the boat off the transient dock ("Damn, there goes the money for the Joe!"). But taking advantage of the general desolation of the place, Skipper pulled right in to tie up beside the main ramp. Fuelled by a classic hot breakfast, we quickly turned about to take advantage of relatively calm water to get out of town without other monetary damage.



A sunless foggy morning with a wind head-on greeted us as we cleared the Tub eastward. Nobody on board had sailed the Cape Hurd Channel itself, so we opted to stay in the white areas of the charts. A quick additional couple of waypoints took us 1.5 NM westward off the original plan, to the Devil Island Channel, for the major swing south around Cape Hurd. This brought the wind off the bow, and sails came out. We abandoned sailing after a 40-minute trial which showed us that tacking would take us too far off course, and gain us nothing in VMG to Kincardine. We tried some more miles on main alone, and then gave up sailing altogether. Well, at least *Verity III* has working sails!

This turned into the lousiest day of the trip. There was general consensus about the trip becoming "three days in a meat locker." But we all agreed that boredom meant no problems, and motored on. As rain settled on us later, we had a visit from a small black bird looking to dry out. An American Redstart, at least eight miles from shore, tried several landing spots on the boat before tiring of our movements.

Skipper nodded off against the cabin wall, and was soundly bounced upright by a sudden sharp wave from ahead. A few four-letter words ensued, we calmed him down, and then got used to several hours of waves across the bow, followed by a slow passage past the Bruce Nuclear Generating Station. Going up and down meant not going as fast forward. We stayed well off shore, but cut through the charted "Caution Area" on the theory that there was nothing happening; this area would normally be off-limits in an emergency.

Skipper tried to hail Kincardine Yacht Club, with the news that their hours were 1000-1600, and no directions on dockage. We quickly planned and accomplished a dash in, a sleep, and a dash out before they knew we were gone. But, we had showers on their dime!

Day 3, Wednesday: "Would you like flies with that?"

The sneaky departure from Kinc worked, under a rising sun into low fog with as little as 0.5 NM visibility. This was the story of the day – sun overhead with nothing to see. Today, it turned out that lunch was us. By noon, an infestation of small houseflies had swarmed the boat, and they stayed with us well into the afternoon. The lake was filled with small floating wood debris and leaves. Your scribe got to try his VHF skills with a classic "Securité" call about a floating tree two miles offshore and halfway between Goderich and Bayfield. A quick stop at the fuel dock in Bayfield provided the answer – a river the colour of coffee running about five knots had pushed this out the day before; it gave the Skipper a surprising turn on his approach to the newly-rebuilt fuel docks.

Light patchy fog loomed again offshore as we resumed the southwestern crawl. We were quickly surprised by three fishing tugs roaring back into Bayfield out of the whiteness about a mile dead ahead. A quick additional port turn kept us clear, with only two minutes from first sighting till the danger was past. Thanks to Roy for his sharp eyes on the starboard lookout.

The flies returned; Nik the vegetarian had to endure the indignity of swallowing a live one, only to have a couple do a mating dance on his sleeve not many minutes later.

We were now approaching civilization, as we were able to routinely get e-mails and texts. The AlertMail from Sarnia told of thunderstorm watches in place. We saw the storms pass well to the southeast as we cleared Kettle Point with buoys V4 and V2 well to port. By 1900, we had sighted several freighters apparently anchored to the northwest in the St. Clair approaches; we kept a careful eye, confirming that they were not in motion our way.

Firmly in your scribe's home racing waters, we passed through the Sarnia Yacht Club rosette of race marks at about 2000, then Skipper took the helm from Otto to pilot us down the St. Clair and into Bridgeview Marina. The crew was still an hour from home, but had *Verity III* finally tied up after some jinking with an assigned dock in very ill repair. Nathalie roared in with the big truck to gather her new boat's "delivery buoys," and had us all distributed to our various homes back in London by 2300.



#### Summary

If you do plan to do a sailing trip at the very end of winter on the Great Lakes, be prepared to be very self-sufficient. There won't be anyone out there, it will be cold, the marinas may not be ready for you, and nobody will answer on VHF. But if you

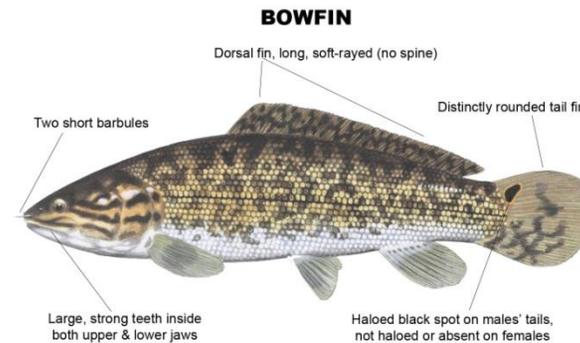
surround yourself with a chatty and friendly crew with diverse and complementary skills, the boredom will pass very quickly. Just ask any one of the Delivery Buoys!

John Kabel, Rear Commodore  
June, 2014



## UTRCA NEWS – For the naturalists at FYC!!!

### For the club fishermen! New species found in the Thames River



On June 9, a Bowfin (*Amia calva*, AKA Dogfish) was captured by the UTRCA fish sampling crew in the North Thames River below Fanshawe Dam. Although there have been anecdotal reports of Bowfin being caught by anglers from the Thames, this is the first sampling record we are aware of for this species. This record brings the

Thames list in our fish database, which includes records from a number of sources, to 94 species. This total is remarkable as it represents over half of the fish species found in Ontario.

John Schwindt, UTRCA Aquatic Biologist

### Eastern Meadowlarks in Fanshawe CA

Several years ago, Fanshawe CA staff stopped cutting the grass in a field on the north side of the lake, between the dam and the overflow pond. This area is naturalizing and slowly becoming a meadow. Eastern Meadowlarks have moved in with the taller grasses. Like most grassland-dependent birds, this species is at risk in Ontario (listed as



Threatened) because of the sharp decline in suitable grassland, prairie and hayfield habitat. It is wonderful to see them nesting in this newly created habitat.



Eastern Meadowlarks nest in this field at Fanshawe Conservation Area.

Some of the Eastern Red cedars trees that have also moved into the field may be removed to maintain the grassland for the birds. The

Eastern Red cedars are native to the shores of the Great Lakes, but not to Middlesex County.

Contact: Cathy Quinlan, UTRCA Terrestrial Biologist

### **First LEED Platinum Building in London (June 2, 2014)**

June 2, 2014 - It's official! The Upper Thames River Conservation Authority (UTRCA) has been awarded LEED (Leadership in Energy and Environmental Design) Platinum status for the new Watershed Conservation Centre (WCC).

The Canada Green Building Council states on their website, "The UTRCA's Watershed Conservation Centre is a model administrative building design that provides an innovative working environment for staff while fulfilling a long term commitment of fiscal responsibility to the public. The design combines innovative technologies and good practice, achieving a 71% reduction in energy use over the regulated requirements for energy efficient buildings. Savings achieved will recover the premium costs of the LEED green initiatives within 5 years. Over the WCC's life cycle, the ongoing savings should pay for the building's entire initial capital cost.

### **Fishing at FYC**

As a pastime on a good summer's day, especially when the wind is nonexistent, you can find Biskaborns of various sorts on the main dock with their fishing gear and lawn chairs rigged. Is anything biting? On June 5 2014...Kevin B fishing at the ramp on the north dock caught this!!!!

Kevin has tagged fish in the lake over quite a few years, if you catch one, let him know! The Biskaborns practice catch and release



### **Sailing Humour –an old tale - Sailboat Accident**

Don McBride sends an oldie but goodie about a boater writing to his insurance company about an accident that occurred while he was working on his sailboat:

I am writing in response to your request for additional information for block number 3 of the accident reporting form. I put "poor planning" as the cause of my accident. You said in your letter that I should explain more fully and I trust the following detail will be sufficient.

I am a sailboat owner, and on the day of the accident I was working alone at the top of my 60-foot mast. When I had completed my work, I discovered that I had, over the course of several trips up the mast, brought up about 200 pounds of tools and spare hardware. Rather than carry the now unneeded tools and material down by hand, I decided to lower the items down in a small barrel by using a pulley which was attached at the top of the mast.

Securing the rope at deck level, I went to the top of the mast and loaded the tools and material into the barrel. Then I went back to the deck of the boat and untied the rope, holding tightly to ensure a slow descent of the 200 pounds of tools. You will note in block number 11 of the accident reporting form that I weigh only 155 pounds.

Due to my surprise of being jerked off the deck so suddenly, I lost my presence of mind and forgot to let go of the rope. Needless to say, I proceeded at a rather rapid rate of speed up the mast. In the vicinity of the 30 foot level, I met the barrel coming down. This explains my fractured skull and broken collarbone. Slowed only slightly, I continued my rapid ascent, not stopping until the fingers of my right hand were two knuckles deep into the pulley.

Fortunately, by this time, I had regained my presence of mind and was able to hold onto the rope in spite of my pain. At approximately the same time, however, the barrel of tools hit the deck and the bottom fell out of the barrel. Devoid of the weight of the tools, the barrel now weighed approximately 10 pounds. I refer you again to my weight in block number 11.

As you might imagine, I began a rapid descent down the mast. In the vicinity of the 30 foot level, I met the barrel coming up. This accounts for the two fractured ankles, and the lacerations of my legs and lower body. The encounter with the barrel slowed me enough to lessen my injuries when I fell onto the pile of tools and, fortunately, only three vertebrae were cracked.

I am sorry to report, however, that as I lay there on the tools, in pain, unable to stand and watching the empty barrel 60 feet above me, I again lost my presence of mind. I let go of the rope.

### **Stormy Weather in June – Lucky we were missed!**

These photos of damage in a small marina near Keswick On were sent by a relative of mine. These were taken on 19 July 2014 from the same system causing the tornado touched down near Barrie. Keswick is near the toe of Lake Simcoe on Cook's Bay



# 2014 FYC Club and Sailing School – Spiffy Sailing Duds!!

You can find the complete club wear form on the club website [www.fyc.on.ca](http://www.fyc.on.ca)  
 Look under the members' tab then downloads. Your FYC contact is  
 Lori Chesman 519-659-4633. This year, the method of payment will be  
 cash only. *New this year....jackets!!*



## FANSHAWE YACHT CLUB

2014 Spring/Summer

**SHORT SLEEVE T-SHIRT**  
 100% cotton preshrunk jersey. Double stitched sleeve and waist hems.  
 Men's Style #G2000 (adult)  
 Ladies' Style #G200L (adult)  
 S-XL.....\$14.00 2XL.....\$15.00  
 Colours: Red, Sport Grey or Navy  
 Design #1

**CREWNECK SWEATSHIRT**  
 14oz 75/25 cotton/polyester  
 Style #92000  
 S-XL.....\$31.00 2XL.....\$33.00  
 Colours: Sport Grey, Red and Navy  
 Design #1

**LADIES' GOLF SHIRT**  
 Moisture Wicking textured polo.  
 Style #C2-75056  
 S-2XL.....\$36.00  
 Colours: Red, White and Navy  
 Design #1

**MEN'S GOLF SHIRT**  
 Moisture Wicking textured polo.  
 Style #C2-85093  
 S-2XL.....\$36.00  
 Colours: Red, White and Navy  
 Design #1

**LADIES' JACKET**  
 100% polyester with water resistant finish  
 Style #78183  
 S-2XL.....\$38.00  
 Colours: Red and Navy  
 Design #1

**MEN'S JACKET**  
 100% polyester with water resistant finish  
 Style #88183  
 S-2XL.....\$38.00  
 Colours: Red and Navy  
 Design #1

**WINDJAMMER TOTE**  
 Nautical design, grommet detail, large main compartment with zipper and front velcro pocket.  
 Style #1367  
 ONE SIZE.....\$17.00  
 Colour: Red  
 Design #2

**Sizing Chart**

PRODUCT	S	M	L	XL	2XL
T-shirt	32	36	38	44	48
Crewneck Sweatshirt	34	38	42	46	50
Ladies' Golf Shirt	34-36	36-38	38-41	41-44	44-47
Men's Golf Shirt	35-40	40-43	43-46	46-49	49-52
Ladies' Jacket	34-36	36-38	38-41	41-44	44-47
Men's Jacket	35-40	40-43	43-46	46-49	49-52

\*The sizing chart refers to actual body measurements. Garment measurements are larger to allow "EASE" of fit.

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

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

**HEADGEAR - KHAKI**  
 Six panel low profile cap with neck cape, adjustable string with barrel back closure.  
 Style #MF6770  
 ONE SIZE.....\$20.00  
 Colour: Khaki  
 Design #2

**Submit your forms to: LORI CHESMAN 519-659-4633**

## T-Shirt Order Form

AVAILABLE IN GRAY & ORANGE, SIZES XS - XL

**Wear an official Sailing School t-shirt for only \$20!**

Our standard Gildan unisex cotton shirts have vibrant silk-screened graphics on both the front and back (as shown below):

Graphic on front of shirt reads:  
 \*FANSHAWE YACHT CLUB – Sailing School – London, Ontario\*

Graphic on back of shirt reads:  
 \*Experience Sailing in London, Ontario – LondonSailing.ca\*

**ORDER INFORMATION** (please print clearly)

Name: \_\_\_\_\_  
 Phone: \_\_\_\_\_  
 Email: \_\_\_\_\_

**SHIPPING INFORMATION\*** (additional cost \*London & Area only. (omit if picking order up))

Address: \_\_\_\_\_  
 City: \_\_\_\_\_  
 Postal Code: \_\_\_\_\_

SIZE:	QUANTITY				
	XS	S	M	L	XL
GRAY					
ORANGE					
<b>TOTAL:</b>					

**TOTAL # OF SHIRTS:** \_\_\_\_\_

**X \$20.00 /each**

**+ SHIPPING\* (IF APPLICABLE) ADD \$7.00 /each**

**= TOTAL AMOUNT DUE: \$ \_\_\_\_\_**

**ORDER NOTES**

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**RETURN COMPLETED FORM**

with payment in CHEQUE (payable to "FANSHAWE YACHT CLUB") or CASH to the FANSHAWE YACHT CLUB SAILING SCHOOL by post (cheques ONLY, do NOT mail cash) or In-person.

MAILING ADDRESS: P.O. Box 32041, RPO Northland, London ON, N5V 5K4  
 LOCATION ADDRESS: 1424 Clarke Road, London ON, N5V 5B9

STAFF USE ONLY	RECEIVED BY (NAME)	DATE RECEIVED	PAYMENT AMOUNT	PAYMENT TYPE	SHIPPING
			\$	CASH CHQ	N Y

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## FY C 2014 SCHEDULE

Visit the club website for more details [www.fyc.on.ca](http://www.fyc.on.ca)

### FYC MEETINGS

**Executive Meetings:** Held the first Monday of each month – submit information or enquiries to the Club Secretary, Colleen Ellison – Wareing in advance.

**General Meetings:** Held the last Thursday of the month from Nov to Apr

### RACING

**Informal Racing:** **May 7 to Oct 8 Every Wednesday afternoon and evening.**  
Alternate day,- Thursday. All sailing school students are welcome.

**Formal Racing:** three regattas are scheduled

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Jul 12 to 26      **North Channel Cruise** - Contact: Mark Anderson

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Aug 23-24      **Club Championship**- club only  
**Corn roast** on Aug 23

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Sept 20      **Fall work party -Sailing School**  
Sept 27      **2<sup>nd</sup> Annual Dragon Boat Challenge**  
A fun day of paddling skill, sailors welcome!!!

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Oct 4-5      **Pumpkin Regatta**  
**Annual turkey dinner – Oct 3**  
Oct 17      **Fanshawe Park Closes**  
Oct 18      **Fall work party #1**  
Oct 25      **Fall work party # 2**

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Nov TBA      **FYC Banquet**  
Nov 27      **Annual Budget Meeting**

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## UTRCA Events – remember, your car pass is good for all three Conservation Areas so the events are yours to enjoy if you choose

July 1 – Campers Association Canada Day Activities, Pittock CA  
July 5-13- Family Fishing Week (no fishing license needed)  
July 12 – Family Fishing Day, Fanshawe CA  
July 12 – Canoe Paddling Demonstration, Fanshawe CA  
July 12 – Amazing Star Gazing, Fanshawe CA  
July 12 – Paddle Pittock, Pittock CA  
July 12 – Catch and Release Family Fishing Derby, Wildwood CA  
July 26 – Mad Science, Pittock CA

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August 2-3 – Campers Association Fishing Derby, Pittock CA  
August 9-10 – Woodstock Rotary Dragon Boat Festival, Pittock CA  
August 16 – Amazing Stargazing, Fanshawe CA  
August 16 – Campers Association Corn Roast, Pittock CA  
August 23 – Fanshawe Dam Tour, Fanshawe CA (pre-registration required)  
August 24 – St. Mary's Memorial Tree Dedication, Wildwood C  
August 31 – Campers Association Tri-Park Motorcycle Ride, Pittock CA

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The five BoatCLEAN principles are:

1. Leave No Trace
2. Practice Common Courtesy
3. Know Your Wake
4. Practice Safe Fuelling
5. Reduce the Spread of Invasive Species

## Dragon Boat humour--The corporate boat race

An American automobile company and a Japanese auto company decided to have a competitive boat race on the Detroit River. Both teams practiced hard and long to reach their peak performance. On the big day, they were as ready as they could be.

The Japanese team won by a mile.

Afterwards, the American team became discouraged by the loss and their morale sagged. Corporate management decided that the reason for the crushing defeat had to be found. A Continuous Measurable Improvement Team of "Executives" was set up to investigate the problem and to recommend appropriate corrective action.

Their conclusion: The problem was that the Japanese team had 8 people rowing and

1 person steering, whereas the American team had 1 person rowing and 8 people steering. The American Corporate Steering Committee immediately hired a consulting firm to do a study on the management structure.

After some time and billions of dollars, the consulting firm concluded that "too many people were steering and not enough rowing." To prevent losing to the Japanese again next year, the management structure was changed to "4 Steering Managers, 3 Area Steering Managers, and 1 Staff Steering Manager" and a new performance system for the person rowing the boat to give more incentive to work harder and become a six sigma performer. "We must give him empowerment and enrichment." That ought to do it.

The next year the Japanese team won by two miles.

The American Corporation laid off the rower for poor performance, sold all of the paddles, cancelled all capital investments for new equipment, halted development of a new canoe, awarded high performance awards to the consulting firm, and distributed the money saved as bonuses to the senior executives.

## **If you have a moment, check out this sailing video on YouTube---SAIL 2013: A Sailing Season Montage**

Here are a few stills of the video – awesome..Video by Kevin Biskaborn.

