



FANSHAWE YACHT CLUB DOCKSIDE SCUTTLEBUTT

MAY/JUNE 2016

ED: SUZANNE GOLDT

VOL 16 ISSUE 03



Sails and paddles at the ready! The 2016 FYC season begins!



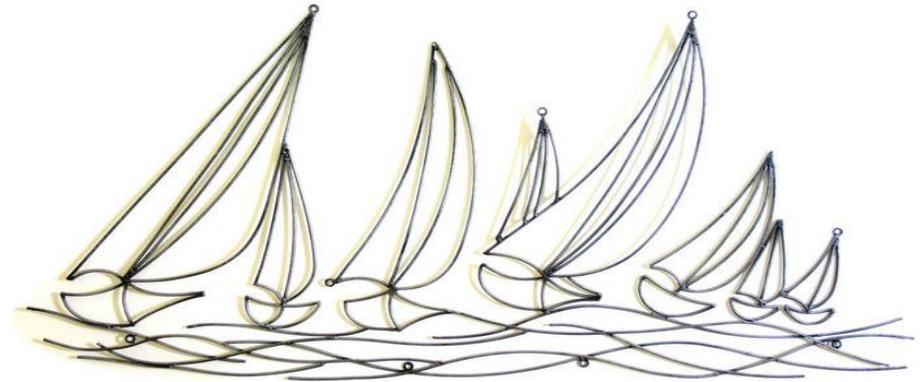
2016 Commodore's Sail Past and Reception - May 22

All FYC members, sailors and paddlers are invited to attend the Traditional Opening of the Club for our 2016 sailing/paddling season. You will have the opportunity to greet the 2016 FYC Executive and to meet fellow sailors/ paddlers.

Sail and Row past followed by a reception:

All members and their families are welcome to join us for this event. Unless there is inclement weather, the timing is as follows:

- | | |
|---------|--|
| 2:15 PM | Skipper's Meeting in the clubhouse |
| 3:00 PM | Sail Past start on the water Commodore's Reception |
| 4:30 PM | the doors of the clubhouse will open; club members will greet their 2016 Executive in a reception line as they enter to enjoy a wine and cheese reception. |



The Member of the Year for the 2015 season will be announced at the reception.

Club Rosters will be available as well at the reception.

2016 FYC Club steward

The Club Steward is responsible for fuel supply, grass cutting and maintenance of the grounds and facilities. **Bob Magill** will continue with this duty. Please inform Bob if you encounter any problem on the grounds.



2016 FYC Schedule of Events

This season, the main calendar for events for FYC will be the one on the club website (not one posted in the clubhouse). To schedule an event using the clubhouse, check for a free date on the website calendar then send in your request to Kevin Biskaborn with the plans – date, hours, group, and contact.

By using one calendar only, there will be less chance of conflicts. If there happen to be two events on a date, those individuals will need to negotiate on the clubhouse use.

2016 Executive Meetings are held the first Monday of each month. If you have a request to be considered at the meeting, please submit it to the club secretary prior to the meeting.

2016 General Meetings are held from October to April – in the non sailing season.

Club **School** **Racing** **Other**

 Other is currently dragon boat events, private events and social events at the club

- MAY**
- 4,11,18,25 Informal Racing 2 & 6PM
 - 22 Commodore's Sailpast and Reception
 - 28/29 FYC Club and Sailing School Open House
 - 30/31 Dragon Boat Festival Community Team Practice.

May 2016						
S	M	T	W	T	F	S
	1	2	3	4	5	6
8	9	10	11	12	13	
15	16	17	18	19	20	
22	23	24	25	26	27	
29	30	31				

School SS open house and class starts

- JUNE**
- 1,8,15,22,29 Informal Racing 2 & 6PM

- 1-10 Practice for the annual Fanshawe DB Festival
- 11 Fanshawe DB Festival
- 4-5 June Bug Invitational Regatta
- 17 London DB Club event
- 26 Commodore's Cup Regatta

June 2016						
S	M	T	W	T	F	S
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12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

JULY

- School** Sail school class starts
- 6,13,20,17 Informal Racing 2 & 6PM

July 2016						
S	M	T	W	T	F	S
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17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

AUGUST

- School** Sail school class starts
- 3,10,17,24,31 Informal Racing 2 & 6PM
- 20-21 Private event
- 27/28 Club Championship Regatta – club only

August 2016						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

SEPTEMBER

- 7,14,21,28 Informal Racing 2 & 6PM
- School** Sail school class starts
- 10 Plywood Classic Regatta
- 12 Fall work party for Sailing School

September 2016						
S	M	T	W	T	F	S
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				7	8	9
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18	19	20	21	22	23	24
25	26	27	28	29	30	

OCTOBER

- 1/ 2 Pumpkin Invitational Regatta
- 5,12 Informal Racing 2 & 6:30 PM
- 15/ 22 Fall Work Parties
- 21 Fanshawe Conservation Area closes for season

October 2016						
S	M	T	W	T	F	S
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16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

NOVEMBER

- TBA FYC Annual Banquet
- TBA FYC Annual Budget Meeting

November 2016						
S	M	T	W	T	F	S
						1
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

Calling all members to help with our Open House



It's that time of year for us to rise and shine and invite the world to our own little piece of heaven.

May 28-29th from 10:00-4:00pm we will be open to the public. In order to shine we need all hands on deck.

Please let us know if you can help out for any of these tasks--

- at the gate to welcome people
- giving people boat rides
- crowd control
- safety boat
- making picnic lunches for volunteers
- or being put in a slot where we really need you.



Please contact our Youth Rep. Jillian Smith: jillian.fyc@gmail.com who is organizing the Open House this year.

This is our website invitation to the public.

FYC Open House 2016

Dates: Saturday May 28 & Sunday May 29, 2016
Time: 10:00 AM - 4:00 PM (both days)
Admission: FREE!

FYC would like to extend an invitation to you, your family, and your friends to attend our Annual Open House. Experience sailing in London, Ontario! Come out and discover our adult and youth programs at the Sailing School, sign up for sailing lessons, tour our welcoming facilities, and learn how to become a member. You can explore the grounds, talk to members and go for a ride on a sailboat!

To be eligible for a sailboat ride you must:

- be age 8 and up
- be physically fit and mobile
- fit into one of our youth life jackets, or
- fit into an adult life jacket (no bigger than a large size).

Be sure to bring a pair of soft soled shoes - running shoes would be great. A nylon wind breaker might come in handy if the wind is blowing, and don't wear your Sunday best. Life jackets will be supplied by FYC, and must be worn when you go out sailing. Sailing school boats will be available for rides along with knowledgeable individuals and instructors on hand to answer any questions you may have.

Be prepared for a great time - and bring some wind with you.

2016 FYC Racing Program – for experienced to novice sailors!



2016 June Bug Open Regatta

June 4 and 5, 2016



Non members who sail are welcome to join us for the June Bug Regatta so please share this date with fleet members and other sailors you may know. All boat types are welcome to race as are students in the FYC sailing

school.

ELIGIBILITY: This is an invitational regatta **open to ALL SAILORS** (including those who are not members of FYC).

STARTS: Will be either land- or water-based starts; yet to be determined.

FIRST RACE: Is scheduled to take place on Saturday at 11:00 AM.

LAST RACE: No start sequences will be started AFTER 1:30 PM on Sunday. Awards follow.

REGATTA ENTRY FEES:

Single-Handed: \$25.00	Double-Handed: \$40.00
Junior Single: \$20.00	Junior Double: \$35.00
Learn to Race: \$10.00	

LUNCH: Available on both days

CONTACT: [Arthur van Raalte](#), Fleet Captain

Wednesday Afternoon & Night Races



Location: Fanshawe Yacht Club
Start Time: 3:00 PM & 6:15 PM
Details: Followed by coffee and social.

Informal racing resumes this month after a long cool break called non sailing season. Any sailor or sailing school student is welcome to race regardless of skill level. The idea is to provide a semi-formal event that will help you to hone your skills, tune the rigging, socialize with sailors, and finally beat that other guy in a race.

In the past, the turnout has been around 25 boats in the evening race. Join, race the whole course or part of the course – enjoy the escape from the city!

Scoring is only done by those who want to and they can build their own trophy if they wish. The race start sequence is done using traffic lights set on an automatic timer to allow everyone to participate once the sequence is started.

There is a description of the race setup on the club bulletin board in the clubhouse

Commodore's Cup Regatta June 26



Once again we will be running the Commodore's Cup. The motivation behind it is to provide an opportunity to improve the social aspect of sailing in a relaxed

environment. It is also seen to be an opportunity to invite friends, family and colleagues to a fun but competitive sailing event and meet other club members and their boats. If the weather is nice it will also be a bloody good day at the park where we all share the club facilities and discover the pleasure of sailing.

We will develop an ad-hock handicapping system throughout the day which should give everyone a fair chance at winning.

Course : Races will be run from race hut. All races start from A & B marks. Finish to be between Mark A and a mark towards shore in front of race hut. This area is out of bounds except when finishing.

As many of the existing club marks to be used as possible (given wind and weather conditions). After each race all craft will come ashore for light refreshments and banter.

Race 1

All start together on the same course. There are no classes or fleets. Position and Points will be awarded based on Portsmouth Yard Stick. First position scores 1 point second 2 points etc. Everyone gets a score.

Race 2

The start will be based on the lapse times of the 1st race. Boats will be grouped into start times based on the first race finish times with slowest starting first. Time between group starts will reflect time difference at finish of 1st race. We should have a minimum of 6 group starts.

Position and Points will be awarded by position across finish line.

Race 3

The start will be based on the lapse times of the 2nd race. Craft will be grouped into start times based on finish positions with slowest starting first. Time between group starts will reflect time difference at finish of 2nd race. Position and Points will be awarded by position across finish line.

Awards:

The Commodore's cup will be awarded to the sailor with the lowest number of scored points having competed in all 3 races.

Food

This is a **Pot Luck** event so please bring something to share with us all and for yourself, your own refreshment of choice.

Jeff, Commodore



Upcoming regattas



August 27-28 Club only regatta
Champion of Champions Race
Social : corn roast



Septmeber 10 – Plywood Classic and PD racer
Regatta - Invitational
Open to all homemade plywood boats of all kind



October 1-2 Pumpkin Regatta - Invitational

www.fyc.on.ca
Changes to our website



Wednesday May 4, 2016 | Home | Search | Help | Contact

ABOUT US SAILING SCHOOL RACING NEWS & EVENTS PHOTOS VIDEO

If you are traveling our website, you may find some things that have moved. For example, click on the words 'about us' and all this is now under that tab –

So note that the document downloads and external links and resources are here now.

By the way, if you are aware of any links for products, sailing info and so on, send it on to Kevin to add to this links list.

There is a new video tab – check out some of the great action at the club! There are promo videos as well for the June Bug and sailing school.



FOR IMMEDIATE RELEASE

Kevin Biskaborn of Fanshawe Yacht Club

Sail Canada announces Volvo Cars Volunteer of the Month for April 2016



Over the past few years, Kevin Biskaborn has been a significant contributor to the Fanshawe Yacht Club and its Sailing School. A certified CANSail 6 Instructor, a student and year-round volunteer to the initiatives that strengthen the club and programs for the juniors, he has gone beyond the call. Biskaborn is an active member of FYC's Sailing School Committee, and it doesn't stop there!



Biskaborn devotes his time and expertise in designing, managing and providing content to the club's website. Well respected by members and colleagues at the yacht club, they are proud to recognize him this way.

The [Fanshawe Yacht Club](#) is a Member Club with Ontario Sailing and Sail Canada. A registered **CANSail Training Site**, FYC's Sailing School delivers Sail Canada's **CANSail Dinghy** programming for youth and adults. They host a Junior Race Team and run weekend & weeknight racing for their members. Each year FYC hosts the June Bug Regatta, their Club Championship, and the Pumpkin Regatta.



VOLVO CARS VOLUNTEER OF THE MONTH
BÉNÉVOLE DU MOIS D'AUTOMOBILES VOLVO CANADA

Invitation to all the FYC ladies of all ages

Starting in July, I will be organizing a few "outings" for the ladies in our club, to encourage fellowship and good times. Ladies of all ages are welcome to sign up and attend and you may certainly bring friends, family and neighbours along. Please get in touch with me at the address/phone number below:

Our first outing will be:

Summer Tea Program at Eldon House- July 10th, Sunday, 2:00 to 4:00 p.m.

Tea, scones and jams with fruit and cream are served on the beautiful lawns of Eldon House, overlooking the Thames River. Cost includes a self-guided tour of Eldon House! Reservations must be made (please contact Mary Watson for details)



Cost: Adults \$12.00 (incl. HST), Children 12 and under \$6.00 (incl. HST) *now it has been suggested that we all wear hats for the occasion so for those having fancy or fun hats, please plan to wear them!*

Another potential outing would be:

November 26 or 27th, Toronto's One of a Kind Show

2016 ONE OF A KIND CHRISTMAS SHOW
 NOVEMBER 24 TO DECEMBER 4, 2016
 ENERCARE CENTRE FORMERLY DIRECT ENERGY CENTRE
 EXHIBITION PLACE, TORONTO

Signing up with a bus tour that is going there and back in one day

Price Summary: Adult: \$13, Senior/Youth: \$7.50, Children 12 and under: Free

If you have an idea for an outing (this year occurring after July 1st), please let me know. If you are interested and available in attending the Eldon House Tea, please contact me.

Mary Watson mwatson518@rogers.com (preferred method)
 519-204-8823



While looking for some marine fabric from a CANADIAN SOURCE, I stumbled across this Barrie Company and they have a lot of what I would ever need for boat covers, dodgers, Biminis repairs and so on. Worth checking them out!!! It is even better than Sailrite and Seattle fabrics because it is here!

106 Saunders Road, Unit-5 www.jtsoutdoorfabrics.com
 Barrie, ON. L4N 9A8 CA

CATEGORIES	
ADHESIVES & TAPES	PATTERNING TOOLS
AWNING RAILS & CORDS	REFLECTIVE TAPES
BINDING & FACING TAPES	REPAIR KITS
BUNGEE CORDS & HOOKS	ROPES, BRAIDS & STRING
CLEANERS & PROTECTANTS	SCREWS & RIVETS
FABRICS	SLIDING TRACK
FASTENERS	THREAD
FOAM	TIE DOWN HARDWARE
FRAME KITS	TOOLS
GROMMETS	UPHOLSTERY SUPPLIES
HARDWARE & FITTINGS	VELCRO HOOK & LOOP
HOOKS & BUCKLES	WEATHER STRIPING
MARINE CARPET & FLOORING	WEBBING
MOORING COVER SUPPORTS & VENTS	YKK ZIPPERS
PINS & NEEDLES	

2016 Work parties – Thank you for all the hard work!!

Once again, the participation on the first work party date was more than anticipated and made quick work of the maintenance of docks, ramps, grounds and buildings. This year there was a lot of debris to be cleared from the dock and along the shoreline. And as always, the north and south security fences need manpower to install.



The Hunter Boys and Nic Mooring Company completed the placement of the mooring fields.

Jim Mackenzie and his 'angry beaver' (chainsaw) crew trimmed a lot of bush and trees along the cliff by the race hut to restore the view of the lake. Other areas to be trimmed back were along the ramps. Trimming was done taking care to leave a good root base in the ground to prevent cliff erosion. Larger trees growing on the cliff edge would eventually take out a large section of cliff with their roots if they fell. Keeping shrub and smaller trees will secure the ground. We do have a problem with invasive grape vines so feel free to remove them if you are just wandering around the grounds with your snips!

Rick Goldt with the appreciated help from John Burgess looked after the painting of the dories, marks and safety boats. The dories were in need of some patch work and may need to be replaced in the future. Maybe a lighter weight fibreglass alternative can be found in the future. For those newer to the club, the dories were built by a club member, Doug Mackenzie. Mike Morris returned during the week to do the fiber glassing on the dories.

Mike Wareing and his kitchen crew served up a delicious curry, chilli and hotdog meal. Thanks so much Mike! So yummy.

As is not uncommon, we did have a plumbing leak in the kitchen when the water was turned on

Paddlers completed the majority of the yard work as well as clearing their shoreline to launch the dragon boats.

Unfortunately, a few more bodies would have been appreciated on the second Saturday to launch the club boats and complete some chores. The race marks were set on this Saturday



Photos: Jenna Goldt



2016 VOLUNTEER OPPORTUNITIES

- **Set-up** (Friday, June 10) - Help prepare the site by assisting with landscaping, setting up tents, signage etc.
- **General Helpers** - Relieve all stations for breaks and lunches, ensure site cleanliness during festival, deliveries, assist in different areas as required
- **Parking Attendants** - Help direct traffic and give directions before and after the event, assist any special needs visitors, gate greeters
- **Dock Hands** - Assist on the docks with loading/unloading of the boats, bail boats, marshalling, race runners, drummers
- **Steerspersons** - Experience or certification required. Steerspersons are also required for practices and will be notified of dates and times
- **Clean up** - Take down tents, signs, markers, and remove garbage

FYC Crew plans to 'nail' the Mackinaw Race this July!

Okay FYC...that is pronounced 'Fickers' - which is our very own FYC crew who will be participating in the 2016 Mackinaw Race this July. This race team will be sailing under the capable skipper Brian Hurst aboard his CS36, "Verity III". The amazingly tenacious and skilled **race crew** include Skipper Brian Hurst, Jim Mackenzie, Rick Goldt, Rob Perquin, Marc Lacoursiere, Chris Milne, Ted Slivinski and Elayna Hurst. The highly



supportive and equally capable **road crew** includes Nathalie Hurst, Suzanne Goldt, Mary-Lou Perquin, Jennifer Lacoursiere, Carleen Hone and Gillian Slivinski....go sailors go! Several planning meetings have occurred over the winter to prepare for this gruelling race. Verity is being equipped with the latest high tech gear...new prop (to right) oooooooooooooo shiny!

sails , safety equipment, life boat and so on. Verity is already sitting pretty in her summer slip waiting for practice races with her crew. I am not sure about other households this winter but ours has had its share of video streaming of past Mackinaw races and web news on racing. Stay tuned for future articles about this adventure on the Great Lakes from their perspective of sailing crew and road crew....should be amazing reading!

2016 London Dragon Boat Festival June 11



The London Dragon Boat Festival hosted by Rowbust and assisted by the London DB Club will take place on June 11. There will be practice sessions at the sailing club from the first to the 10th and use of the chalet on the 11th. Dragon boat events are green on calendar. It will be a busy place on these days with cars and people. You are certainly able to sail during these days **and the June Bug Regatta is a go!**

June 2016						
S	M	T	W	T	F	S
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12	13	14	15	16	17	18
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26	27	28	29	30		

If you want to volunteer for the festival you can go to the website <http://www.fanshawedragonboatfestival.com/> and fill out the volunteer form. They have more information there too.

Volunteers

We are looking for people like YOU!

Last year over 200 volunteers helped make the Fanshawe Dragon Boat Festival the success that it is. Without the hard work and dedication of the volunteer team this event would not happen. Volunteers are needed in a variety of areas on site the day before and during the event.

Sailing School Report to Scuttlebutt - May 2016



2015 sailing school class

The Committee has been working hard these past few months getting set up for the upcoming season. To date we have secured provincial funding for an additional Instructor and are waiting to hear back from the Federal Government on our request. Hiring is almost complete - we are waiting to confirm if we are hiring a Race Coach. Staffing to date is as follows:

Head Instructor: Isaac Ladore

Manager: Allan Elliott

CANSail 3/4 Instructor: Petru Obreja

CANSail 1/2 Instructors: Elayna Hurst, Emilie Tremblay and Riley McCluskey

We would like to recognize past contributions of Instructors Brooke Wareing and Laura Ries who are moving on in their careers and will not be returning this season. We were certainly lucky to have them on staff and they will be truly missed.

On April 30th we had a table at the BMO Youth Expo that we attended last year. Committee Members, Instructors, ITs and our Youth Rep. talked to many people trying to pass our table to spread info on FYC and our programs.

This year we are switching bus companies from Elgie to Murphy Bus Lines as we are getting an attractive discounted rate and look forward to saving money. Our Committee composition is also changing as we are losing Kevin Biskaborn and Nikki Quinn. Their perspective and hard work will be greatly missed and we hope they come back to the committee in the future.

Thank you to everyone that helped out at the work parties and worked to get the school open. There is a bit more to do but we will be ready for the upcoming Open House.

Please do not hesitate to contact me should you have any questions,

Sincerely, Mary Watson, Director

mwatson518@rogers.com (preferred method) [519-204-8823](tel:519-204-8823)



2015 FYC sailing school race team



2015 Sailing school at FYC

UTRCA fees and passes

There are a few considerations re UTRCA fees and passes. Fees did go up this year as you know.

- **Boat passes are not need on PD Racer sailboats, canoes, kayaks and small dories.** However, if you place the boats on the small boat rack, you will need to pay a small FYC fee. Please contact Bob Magill about this. Also, be sure you have some sort of identification on your small boat so you can be contacted if necessary.
- **If you walk or bike into the park, you will need an annual pass** (see fee schedule below) this year. From our Membership Chair, Bob Magill:

“ I got some info from UTRCA today that affects our people.

It seems that they are no longer providing special passes for walking or biking into the park when we buy a gate pass. They want an extra \$60 for a "walking" pass.”

- **UTRCA Boat/trailer storage** - You can store your boat and/or trailer at your own risk in a lot behind the Fanshawe Conservation area workshop for a fee. Check in at the camp office if you are interested in this. I will stress the at your own risk because people have had damage to equipment stored there.
- Your car and boat passes are also **valid at Wildwood and Pittock parks** so you can hike, bike and sail there too.

Friday, April 22 – Sunday, October 16, 2016

DAY USE ACTIVITIES

ENTRY FEES (DAILY/SEASONAL)

Vehicle Day Pass – \$13

Vehicle Seasons Pass – \$100

Pedestrian/Cyclist Day Pass – Adult \$7

Pedestrian/Cyclist Day Pass Child (ages 1-11) – \$3

Pedestrian/Cyclist Seasons Pass Adult – \$60

Pedestrian/Cyclist Seasons Pass Child (ages 1-11) – \$30

Bus Pass Day – \$100

Motor/Sail Boat Day Pass – \$13

Motor/Sail Boat Seasons Pass – \$100

BOAT RENTALS

Canoe/Kayak Half Day (<4 hrs) (Fanshawe) – \$30

Canoe/Kayak Full Day (>4 hrs) (Fanshawe) – \$40

Canoe/Kayak Half Day (<4 hrs) (Pittock) – \$25

Canoe/Kayak Full Day (>4 hrs) (Pittock) – \$35

Canoe Half Day (<4 hrs) (Wildwood) – \$25

Canoe Full Day (>4 hrs) (Wildwood) – \$35

Kayak Half Day (<4 hrs) (Wildwood) – \$10

Kayak Full Day (>4 hrs) (Wildwood) – \$20

Pedal Boat Hourly (weekends only) (Wildwood) – \$15

Pedal Boat Half Day (weekdays only, <4 hrs) (Wildwood) – \$45

WILDWOOD CA WET & DRY DOCKS

Wet Dock Seasonal – \$460

Wet Dock Monthly – \$135

Wet Dock Weekly – \$90

Wet Dock Daily – \$25

Dry Dock Seasonal – \$240

Dry Dock Monthly – \$90

Dry Dock Daily – \$15

PAVILION RENTALS*

Fanshawe/Pittock/Wildwood Day Use Pavilion – \$75

Fanshawe Watson Porter Pavilion – \$350

Fanshawe Beach Pavilion – \$225

*Park entry fees are in addition to rental fees.

Please contact the Conservation Areas directly for pavilion/shelter rentals.

CAMPING FEES

NIGHTLY/WEEKLY CAMPING

Reservation Fee – \$13

Change Fee – \$15

Cancellation Fee – \$20

Daily Electric Site – \$47

Daily Electric Site 50 amp (Pittock) – \$50

Daily Non Electric Site – \$37

Weekly Electric Site – \$305

Weekly Electric Site 50 amp (Pittock) – \$325

Weekly Non Electric Site – \$235

Additional Vehicle Pass – \$13

Please contact the Conservation Areas directly for group camping reservations.

SEASONAL CAMPING

Seasonal 30 amp – \$2,330

Seasonal 15 amp – \$2,230

Seasonal 30 amp Waterfront (Pittock) – \$2,530

Seasonal 30 amp Premium (Fanshawe) – \$3,170

Seasonal Non Electric Waterfront (Fanshawe, Pittock) – \$1,715

Seasonal Non Electric (Fanshawe, Pittock) – \$1,645

Additional Seasons Vehicle Pass – \$100

SEWAGE DISPOSAL

Weekly Disposal – \$450

Bi-Weekly Disposal – \$275

Single Request Disposal – \$50

Unscheduled Disposal – \$85

Non Camper Disposal – \$50

STORAGE

Trailer Storage – \$250

Shed/Deck Storage – \$125

Boat Storage – \$160

Ice, firewood, worms are available on site.

Is the reservoir water over the dock? The highs and lows of Fanshawe Lake

Well, we do sail on a flood control reservoir so the potential of a rapid increase in the water level is definitely a hazard we need to all be on top of. If the rain falls to the north of the city heavily, you can bet the level will change in the next day or so.

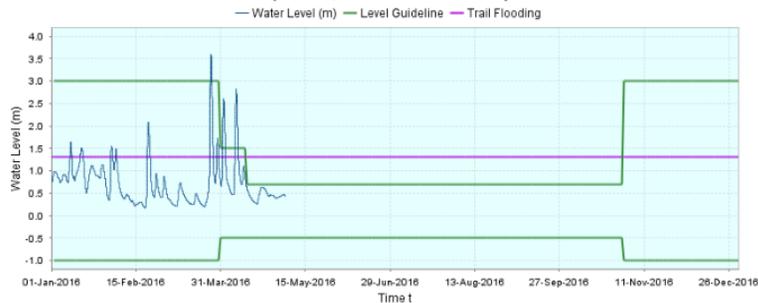
Members of the club will try to let sailors on the shoreline, on moorings and even on small boat ramps no but the onus is on the boat owners to check if the situation suggests a need. The club cannot reach all the members and may not be aware of the issue right away.

To check the levels you can follow these instructions:

- Go to the UTRCA website at thamesriver.on.ca
- On the right hand side are icons for flood status, low water status and water levels
- Click on the water level icon and on 'I agree' at the end of the disclaimer
- On the right hand side under river levels, click on reservoir levels – Locate Fanshawe Dam which is below:
- The water is over the level by .7



UTRCA Streamflow Monitoring System
Fanshawe Dam: Water Level (m)
(Jan 01, 2016 - Dec 31, 2016)



- The water is over the dock at 0.7 meters (or a bit less with our sinking structure!)

Nautical terminology

A student asks his instructor, "What's a bar?"

The instructor replies, "It's a low lying navigational hazard, usually awash, found at river mouths and harbour entrances, where it is composed of sand or mud, and ashore, where it is made of mahogany or some other dark wood. Sailors can be found in large numbers around both."

The dams that made our club what it is today!!



Fanshawe Dam

So what actually IS going on at Fanshawe Dam again this summer??!
Well I will bring you up to date on the project phases that began at the dam beginning in 2013 and with a few years yet to go.

2013 to 2015: The dam refurbishing project in 3 phases

2013....This year started with replacing electrical components that ran over the dam to operate the gates in the dam. Once done it would be time to paint everything. All installations would need to be weatherproofed as well

The photo to the right is the upper catwalk of the dam showing the gate motors (before the project) for the 6 gates that have now been rewired. The bars were scaffolding for tarps for painting.



I remember many a stormy night when Rick was out on this catwalk in pouring rain and strong winds to manually operate each of the gates when the power was down...pretty exciting to say the least.



Refurbishing rollers on the gates was also done for the first time in 60+ years. These are the rollers that raise and lower the gates.

Painting and electrical work cost about \$1,000,000- one quarter of which addresses the environmental concerns alone. (For example, the old paint had to be blasted off in an environmentally safe way.)

The cost was paid 50/50 by the City of London and Province of Ontario

through the MNR water and erosion control infrastructure programme

In **2014 to 2015**, two phases to paint gates and columns on the dam happened.

To now, 2016 ...The road way over Fanshawe Dam will again be closed to one lane of traffic in the summer as new electrical lines are lead into the dam and the transformer station at the south end of the dam building is maintained. The new transformer unit will take up less space in that area. As with the electrical upgrades on the dam itself...all electrical work needs to be completed so that no interruption of service occurs as the new system goes online. This will end sometime mid to late August

Beyond this summer – The concrete structure of the dam will be assessed in the next few years below the water level to its foundations and including the weir walls. Of particular importance would be any degradation of the concrete.

So please mind the signs at the dam for traffic as you cross over.

Just for interest, the following photos are taken inside the dam structure. It is thirteen stories down from the main floor of the building to the bottom step in the dam. These are school kids on tour in the tunnel underneath.



Springbank Dam

As we are all aware, the failure of the Springbank Dam brought us two dragon boat clubs to FYC – Rowbust Dragon Boats and the London Dragon Boat Club. Both have been wonderful additions to the club.

To begin with, a little history of Springbank Dam –

“Located on the main branch of the Thames River in southwest London, Springbank Dam was constructed at this site in 1929 to replace a dam located a short distance upstream (east).

The original dam had been built to provide water power for pumping to a water reservoir at the top of the hill to the south. A steam plant was built in 1882; fortunately, this dam was washed out in the spring of 1883. It was also washed out in 1899 and 1917. Between 1917 and 1929, there was no dam at this site.

A dam was constructed at the current site in 1929 to create a local water supply reservoir and provide recreational opportunities. The water supply was obtained by tiling the area that is now Springbank Park and conducting the water in two canals parallel to the river. The land was purchased to protect the water source area from pollution. Over the years the area was developed into a beautiful urban park. Springbank Dam Rehabilitation Project

The purpose of the Springbank Dam Rehabilitation is to ensure the safe operation of Springbank Dam. Studies in 2000 and 2002 recommended that the dam be rehabilitated to meet provincial dam safety requirements. The rehabilitation project includes repairing erosion protection that was damaged in the flood of July 9, 2000 Thames River flood, replacing failing stop logs with gates that will be less prone to blockage by debris, and repairing other aspects of the dam such as the concrete.”

• **Environmental Assessment Report Springbank Dam (2003)**

<http://thamesriver.on.ca/wp-content/uploads/FloodStructures/SpringbankDam/SpringbankDamRehabilitation-EA-Report-2003.pdf>

You can check this out if you are interested in the last environmental assessment done

Chronology

- 1930:** Springbank Dam built as recreational structure (unlike Fanshawe Dam, built later to control floods)
- 2000:** Flood damages dam.
- 2003:** City gets environmental assessment approval to fix dam.
- 2006:** Shut down in open position, leaving river too shallow for paddling or rowing. City OKs \$6.8 million to fix it.
- 2008:** During tests after repairs, a new steel gate shifts to one side. Hinge bolts snap.
- 2009:** City launches \$5-million lawsuit against contractors and others.
- 2016:** Case to be heard in January. The case was heard and a settlement made financially but what to do with the dam remains an open question today. There will be an environmental assessment done to help decide whether to rebuild or de-commission the dam. It will be some time before a decision is made.

Watch for giant hogweed – DO NOT TOUCH- Call UTRCAS for removal



Giant Hogweed Removal--
UTRCA staff removing Giant Hogweed on behalf of the City of London.

This non-native, invasive plant is spreading very quickly along rivers and streams. It has been found along the Thames but not yet at the lake. It does resemble some other weeds. If you see it,

call UTRCA for removal. The sap causes significant reactions and can cause blindness if it gets into the eye.

One thing NOT to do is burn Giant Hogweed, the smoke from the sap that's released into the air can burn the lungs. If someone has cut it down and wants to dispose of it, the best option is to put it in black plastic garbage bags and let them sit to bake in the sun for at least 72 hours (longer if possible). Then they can be disposed of in the landfill, NOT compost. Any tools used to cut it should be thoroughly washed with soap and water prior to re-use. I would also caution against burying as the seeds could germinate along with the possibility of root fragments or other plant parts taking root.



Boating Safety Equipment Education and Flare Disposal Days Help Boaters

Apr 26, 2016



Every year thousands of boaters go out on the water without the proper safety equipment that is required by law. This equipment can be of great benefit and comfort and can mean the difference between a great day out on the water and a potential disaster.

Required items vary depending on boat length but here is a list of things that you require on board, in good working condition and within reach each time you

go out:

Compulsory Items required on a typical vessel 6 meters or less in length:

- The vessels license or registration certificate if powered by a motor of 7.5 kw (10 hp) or more.
- A Canadian approved flotation device, lifejacket or PFD, in good repair and of appropriate size for every person on board.
- Fire extinguisher (depending on type of engine, gas tank or cooking appliances on board).
- Watertight flashlight or pyrotechnic distress signal requirements (flares).
- Sound signaling device.
- Buoyant heaving line (minimum 15 meters in length).
- Paddle or anchor with at least 15 meters of rode and /or chain.
- Re-boarding device.
- Bailer or manual water pump.
- Navigation lights.

If you have questions CPS-ECP Squadrons are hosting Boating Safety Equipment and Flare Disposal Days where you can dispose of expired flares, request a Courtesy Check and ask questions about safety equipment.

Safety Equipment Education and Flare Disposal Days

CPS-ECP is excited to announce their partnership with Transport Canada and CIL Dealers to undertake a project on education and awareness of safety equipment, the care and maintenance of that equipment and how to safely and effectively use and dispose of flares.

Have Your Flares Expired?

If your flares have a manufacture date of 2012 or earlier they have or will expire this year. You can't light them, throw them in the water or in your household garbage to dispose of them.

Disposing of expired flares has been an ongoing dilemma for boaters across the country. To help boaters dispose of expired flares in a safe and environmentally responsible manner CPS-ECP and selected CIL Dealers are hosting Safety Equipment Education and Flare Disposal Days. On these days, you will be offered the opportunity to learn about required safety equipment and you can bring your outdated flares to be properly disposed of, free of charge.

The following list of locations will host safety equipment days and accept expired flares on the dates noted below.

Date	Retailer	Location
April 9	Trotac Marine	370 Gorge Rd E, Victoria , BC V8T 2W2
April 16	Xtreme Marine	1978 Westchester Bourne, Nilestown , ON
April 22-24	The Rigging Shoppe	44 Midwest Rd, Scarborough , ON M1P 3A
April 23	All Bay Marine	2240 Harbour Rd, Sidney , BC V8L 2P6
April 23	Lake's Marine Supply	5968 Trans Canada Hwy, Duncan , BC V9L
April 23	Driftwood Auto and Marine	4605 Bedwell Harbour Rd, Pender Island , BC
April 23	C.A.S. Power Marine	2564 Cedar Creek Road, Ayr , ON, N0B 1E0
April 23-24	Marina Gosselin	116, 1ere rue, Saint-Paul de l'Île aux Noix , QC
May 7	Steveston Marine and Hardware	3560 Moncton St, Richmond , BC, V7E 3A2
May 7	Steveston Marine and Hardware	1667 W 5 th Ave, Vancouver , BC, V6J 1N5
May 14	Steveston Marine and Hardware	201-19700 Langley Bypass, Langley , BC, V
May 14	Wills Marine	1797 Comox Ave, Comox , BC V9M 3L9
May 21	The Bitter End Boaters Exchange	1044 Seamount Way, Gibsons , BC V0N 1V
May 21	Mitchell's Bay Marine Park	3 Allen St, Mitchell's Bay , ON, N0P 1L0
May 21	Sandy Cove Marine	2858 25th Side Rd, Innisfil , ON L9S 3T6
May 21-22	Fogh Boat Supplies	1 Port St. East, Mississauga , Ontario L5G
May 28	Boulet et Lemelin Yacht	1125, boul Champlain, Ville de Québec , QC
May 28	Nat's Marine	590 Liverpool Rd, Pickering , ON L1W 1P9
May 28	Bridge Yachts	49 Harbour St, Port Dover , ON N0A 1N0

Genuine Mustang Floater Jacket - any reasonable offer will be considered

Bought some years ago at the Toronto Boat show; never worn. Was too small for the intended occupant. Ideal for the chilly nights in the North Channel or farther north for a really lean crew member. Paid around \$100 and never tried to return it. To see it is to recognize the quality with the flotation and the hood included in the collar.



Contact: Ralph Smith at the Commodore's Reception or call 519-472-0453 for an inspection time



16Ft 9 in O'day Day Sailer with trailer: \$1800

25th anniversary edition of this boat, built in 1989. It has been sailed at Fanshawe for numerous seasons but has not been rigged this year due to some health issues of the owners, the latter prompting this reluctant sale.

CONTACT: If interested, please contact Stuart Dickinson at 519 472 0515 or sdickins@uwo.ca.

PD Flyer 'Red Menace' is for SALE \$100

Has two orange sails assorted lines and blocks. Hull (4ft by 8ft) is water tight and has three cleats along bottom. Sprit rigged and sails best in medium winds. Stored in doors for last three years during off season. (50 weeks when not at Fanshawe) Can't sail as is too hard on my back and legs.

CONTACT: Chris Fogelman, chrsfogelman@yahoo.ca or 226-688-8844

Sell ur stuff

**FOR SALE
FOR SALE**

I received this message about a planned sale of (I am not sure what the items are, but they are cleats!) ----



I am considering organizing a **sailing garage sale** at the end of June at the club. The condition being; the members' interest. Would you please run this information in the newsletter and ask everybody who is

interested to e-mail me and indicate whether one would be a seller or buyer? Once I have some data I will decide whether to continue with the idea.

Szymon (skornobis@gmail.com)



2016 FYC SPORTSWEAR

FYC SPORTSWEAR CO-ORDINATOR:

submit orders to Lori Chesman 519-659-4633

Order forms are on the club bulletin board or can be downloaded from our club website under [member](#) then [downloads](#). The forms have sizes, prices, colours listed

www.fyc.on.ca



\$14/17

\$36

\$31/34

\$38

\$22



\$14

\$15

\$20

FYC window cling – \$2.50



A Spiffy well dressed FYC Sailor!!!

SAILING APPS ---SAILRACER APP

[HTTP://WWW.SAILRACER.NET/](http://www.sailracer.net/)



This application is used as an additional tool next to the standard yacht equipment to take tactical decisions faster and to boost the performance of the boat and the crew.

The interface is designed in a way that the important

information is captured in a splash of a second without the need to analyze the numbers.

Use SailRacer app to:

- Be first at the starting line
- Sail the most efficient and fastest course, taking into account wind, polar and current
- To tack and to jibe at the very right moment

BENEFITS

AT THE START

Time to burn

Guides your boat for an accurate and precise start, to hit the starting line at the very last moment with full speed.

Distance to starting box laylines

Supports you to take the best possible place at the Pin or the Boat end of the starting line.

Favorite end advantage

Based on wind data (NMEA) it supports you to decide about the most advantageous starting strategy.

FOR THE SKIPPER

Course laylines

Supports you to navigate to a mark in the most efficient manner, taking into account wind, polar and adjusted by the current effect.

Shift indicator and the target speed

Keeps you sharp in changing conditions.

The fastest course line

Pushes to a maximum – readjusting by few degrees already makes a big difference.

FOR THE TACTICIAN

Wind development curve (short and long term)

Tracks the oscillation and development of the wind, helps to predict and to choose the winning side and to plan the manoeuvres.

Navigation to a mark

It has never been easier, takes a blink of the eye to get it.

Current indication (or a drift)

Is calculated by difference between COG/SOG and Heading/Speed, clarifies the winning decisions.

FOR THE CREW

Boat efficiency (%)

Is the first indication to readjust the travelers and tune the rig. It is calculated according to polar, actual speed and target speed.

Time to layline

Pushes the crew to an edge setting up for the course change or a next leg.

Distance and ETA to the mark

That's what everybody wants to know when hiking

New Products for sailing

PROTECT LOOPX

This high-strength tape makes loops in minutes without a fid.

Posted February 7, 2014

PROTECT LOOPX

So you thought Dyneema loops were the cool new replacement for shackles? That was yesterday. The engineers at PROtect Tapes have come up with a load-bearing polyethylene adhesive tape with high-strength Endumax fibers. The simplicity of the tape allows you to make a loop in minutes, without using a single fid. The more turns you make, the higher the working load.

\$2.31/ft., www.protect-tapes.com



TECH REVIEW – FURLING FROM THE TOP

New furling systems developed for grand-prix programs may be the solution for better spinnaker handling. *Tech Review* from our July/August 2012 issue.
By Ryan Scott/West Marine Rigging *Posted September 19, 2012*

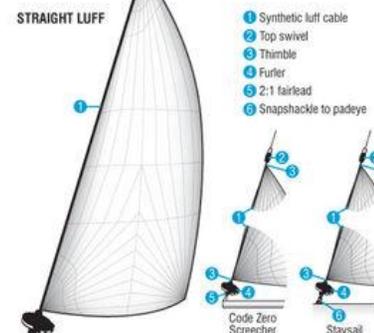
Standard Flying Sail Furling Systems

Applications: Sails with a "straight" luff.

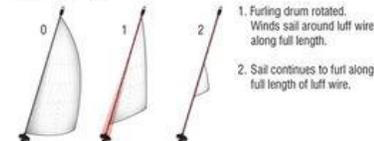
For upwind sailing, true wind angles less than 90°.

- Code Zero
- Screecher
- Staysail

STRAIGHT LUFF



How it works:



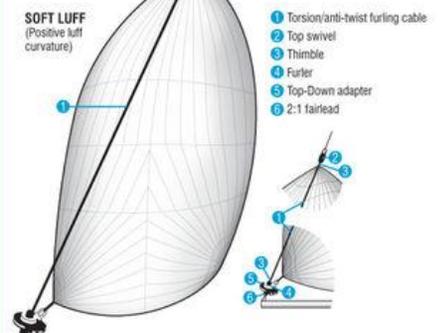
Top-Down Furling Systems

Applications: Sails with a "soft" luff, and full mid-section.

For downwind sailing, true wind angle greater than 90°.

- Code 1-6
- Reacher
- Runner
- Gennaker

SOFT LUFF
(Positive luff curvature)



How it works:



COURTESY RONSTAN

FURLER INFO

For many years, the standard technique for handling cruising spinnakers has been the ubiquitous and often awkward "sock," which is a way to deploy and strike a spinnaker in a controlled manner, especially when sailing shorthanded. This has also been the case in the shorthanded and buoy-racing scene: Either socks or wools are required to keep all that sailcloth under control as spinnakers go up and down. In the higher realm of grand-prix racing, to maximize sail shape and usage, the standard has been to simply douse the spinnaker with all-hands forward, and therefore not use a sock. More recently, string-drop systems have come into favor, where a drop line attached somewhere in the middle of the sail is run to either a drum, winch, or purchase system to pull the sail into the forward hatch.

Today, at the top of the grand-prix scene, there has been an important advancement on the furling front: top-down furlers. These systems allow you to roll asymmetric spinnakers as simply as you would a jib on a roller furler. The potential advantages for a racing team, either around the buoys or offshore, include simplifying sail changes and eliminating the need to continuously band or pack spinnakers.

A top-down furler operates just as its name implies. It furls the asymmetric spinnaker, or gennaker, from the head down. The bottom portion of the sail is rolled last. The engineering that makes this possible is a free-floating swivel on top of the furling drum to which the sail is tacked. The tack, foot, and bottom portion of the sail remain unfurled as the head and top start a tight furl around an anti-torsion cable. This anti-torsion cable is the critical piece of the system, and the one that has undergone the most significant development. The anti-torsion cable is a fiber cable that runs from the top swivel to the furling drum. It is engineered not to twist as the sail is furled, therefore allowing the entire assembly to turn in unison. As opposed to a traditional headsail furling system, a top-down furling system keeps the sail separate from the cable, and twists—or furls—around it. The head of the sail is attached, usually lashed, to a thimble integrated into the top of the cable.

Retrofitting existing furling assemblies to a top-down setup only requires a few items. Only one furler assembly is required—drum and top swivel—regardless of how many asymmetric spinnakers or code zeros are in the sail inventory. Each sail, however, requires its own anti-torsion cable. These are made by several manufacturers to order, such as Composite Rigging and Future Fibres. However, for boats up to around 50 feet, we make them in-house at West Marine Newport, using a product from Marlow called ProDrive, which is made from a Vectran parallel core, and a Kevlar wrapped polyester cover. The ProDrive and other cables are considerably light and pliable, so they're easy to manage on the boat. Two popular off-the-shelf systems are available from Ronstan and Karver, and their units are very similar in design and components. The primary, non-aesthetic differences between the two systems are with the drum swivel itself and the furler-line cage. Another difference is with the furler line. With the Ronstan unit, the line must be spliced onto the furler. It's not removable.

The Karver unit has a notched design in the line cage to allow a spliced continuous furler line to be laid in the drum and also taken out. This allows you to use the same furling line with multiple drums, or have the line spliced into a system on the boat, while allowing the drum to be removed from the deck. Ronstan offers a conversion kit that turns its code zero furler into a top-down furler, while Karver does not have a conversion kit. The Ronstan conversion kit costs around \$1,100 and the Karver KSF2, which is a complete furling system, lists at \$2,250. For a 40-foot boat, a finished ProDrive cable, including the lashing thimbles, would cost around \$600.

For launching, the sail is furled down below, preferably in a spinnaker turtle. When it's time to set, simply attach the head thimble into the top swivel, which is on a halyard. Attach the tack thimble into the furler drum, which goes on a tack line just like an asymmetric sail. Then deploy the tack line and hoist the halyard as normal. Raise the spinnaker until taut, and sheet on to deploy the sail. The cable will take on some load, mostly to keep it tight.

Basically the same problems that could befall you with any furler—a bad furl, or unfurl—apply to a top-down furler as well, but if care is taken during the furl to control the rate of cloth going into the furl, it can work flawlessly. From my experience thus far, the key is to turn downwind briefly, make sure the top of the sail starts with a nice, tight roll, and then a slight turn up to keep tension on the sheet to prevent too much of the middle of the sail from being pulled in all at once. If the sail is uniformly rolled from top to bottom, you should have no problems. The halyard can then be lowered at a controlled rate, allowing the sail to fall to the foredeck and be snaked into a spinnaker turtle, disconnected, and stowed, without any need to send a crewmember below decks to band.

The simplicity and reliability of this new system is catching on, so expect to see more 40-foot-plus race boats using them, especially for offshore races. Top-down furling makes hoists easy and douses drama-free, allowing you to get around the mark while avoiding all-hands-on-deck situations. Instead of having spinnaker cloth draped across the deck, you can worry about getting the “tube” down on deck while you are dialed in heading upwind.

Rowbust Dragon Boat Club



ED NOTE: from all the sailors at FYC, Congratulations to Rowbust for their great placing at the World Champions. Awesome to share our home with such accomplished paddlers.

To our sailors, I am sharing the blog created by Rowbust about their adventures. It gives us a really good glimpse into their competition at this level!



Bekka & Newton are going "Back to the Future!" 3/27/2016

Today is the day! Bekka and I (and our supporters) will finally join the rest of Rowbust in Adelaide. Okay, so maybe not today, but we do start our long journey today.

The van picked us up in the McDonald's parking lot across from Costco on Wellington Road. No sooner were we on the road than Bekka declared "where are my headphones?!". Luckily we were able to catch up with her Mom...in the intersection of Exeter and Wellington Roads so Bekka could startle her mother by knocking on the window to retrieve the forgotten headphones!

Minutes later we were officially on our way!

Traffic moved well...well enough to get us here to Toronto Pearson Airport in lots of time to hurry up and wait.

Our luggage is checked, we have found our gate. Now we wait for our 8:15pm flight.

Okay, so not everyone is waiting at the gate...for all the emails we received about making sure our names were correct and our passports matched everything...who had issues checking in?!? Yep, Leigh, our travel agent! Nice going Leigh! She is currently still checking in and will be joining us soon.

Thank you Carl and Carolyn Jensen for getting us here safely!

Next post...maybe from Vancouver, maybe not...wifi is not overly cooperative!

Strangers in the Night 3/29/2016

Our flight from Toronto to Vancouver was thankfully uneventful, 5 hours squashed in to economy seats with a host of movies, TV shows and games to play on the monitors in the headrests so we were sufficiently entertained.

The stopover in Vancouver was a quick one. The only excitement here was Bekka and I being too shy to say hello to the four border security guards we recognized from the TV show Border Security Canada! Maybe on the way home with our hardware?!?

It is safe to say that we lucked out on our 14.5 hour flight between Vancouver & Sydney! All 8 of us who traveled together were able to stretch out across multiple seats and get a lot of sleep. The plane was literally less than half full and we were very thankful for the extra pillows and blankets that were laid out on each seat. When we would occasionally wake through the night it was clear to see that everyone else had the same idea. Very few monitors were lit up to break the still darkness of the cabin. The cabin flight crew who took care of us got a chance to sit and rest as well. We were all just a bunch of strangers sleeping soundly as we crossed the ocean heading to our Aussie destination. It is highly doubtful that we will have the same experience on our respective flights home.

Once in Sydney we were just one more quick (2 hours) flight to Adelaide, our home for the next week and where we will compete in the Club Crew World Championships. We are staying in an apartment complex. We've certainly lucked out here too! Spacious and quaint at the same time. Full kitchens so we don't have to eat in restaurant every meal. Comfy beds, laundry facilities in suite...all the comforts of home!

Our little group had just a few more hours of "alone time" together and many of us went and enjoyed a nice dinner together. A lovely little place around the corner. Excellent food, but they need to consider changing up the musak. As

we left to stroll home from the restaurant we were all humming "Strangers in the Night" after hearing the musical rendition played repeatedly for the hour we were there.

On our stroll we located an Aussie version of a "Party Store" and loaded up so we are prepared for the end of racing on April 3rd! We'll call it "incentive"!

Back at our apartments we patiently waited for the bus carrying our teammates to arrive. Our apartment is directly over the lobby and it wasn't hard to know when they got here. Familiar voices wafted up to our window. We rushed out to see everyone as they filed off the bus. Big hugs were exchanged, they were happy to see us and we are very happy to be reunited with them as well. We are now complete!

We settled in for the night and our roomy, Glynis, caught us up on what the training week was like...living in a hostel with 8 bunks to a room...all the different and "interesting" noises heard throughout the night, in the room and out the windows.

It was not long after we were sound asleep and getting rested for our first on-site practice.

Night all!...or, Good morning! Where ever you are in the world reading and keeping up with us!

Last night in Canberra 3/29/2016

Training resumed today after a day and a half off to give the Rowbust bodies some rest and time explore the Canberra area.

Morning and afternoon practices we split up into 2 boats and we did some technical and also race pace work. We also did two 2 k races distances and then we worked on starts.....we LOVE starts!!

It was another beautiful day in Canberra with clouds this morning but the sun came out this afternoon and with the sun.....is was very warm!

We have enjoyed our time at the Canberra Youth Hostel and having 8 of us to a room with bunk beds! It was a great bonding time for the crew and great together time but I have to admit, we are looking forward to getting to the apartments in Adelaide to spread out a bit and room with less people!

Our last night has been spent, packing up our suitcases, keeping out what we need to wear for practice in the morning and getting out what we need to travel to Adelaide tomorrow afternoon.

Another exciting part of getting to Adelaide is getting to join up with Bekka and Newton and our husbands!! It will be great to see them all again even though it has only been over a week.

Once in Adelaide, we have 2 training days with the entire crew to perfect our race plans and let the Coaches tweak the crew even more.

Next report.....from Adelaide, Australia!!

Post submitted by: Linda Kuska, Crew Captain

On Site Practice... 3/29/2016

Today we spent an hour in a boat all together as one cohesive unit! Bekka and I jumped in and immediately felt at home. Being in the boat (finally) felt really good. We missed out on 12 solid practices in Canberra last week but we kept up with our own workouts at home so that we'd be prepared for race week.

Practice was a series of starts and races, tweaking technique and moving people around to get the optimum performance from everyone.

One hour was all that we were allotted for practice today. During that time we did see a couple of other BCS crews on the water. As we always do we smiled and were the polite Canadian BCS team...inside we were secretly keeping our eye on them, what their stroke looked like, were they in sync, how did they look? We are supposed to keep our "mind in boat" (MIB) but sometimes there's just no stopping us from taking a peak.

Many other Canadian teams were on site the same time as us, many paddlers we've seen at home at Nationals, in Italy at the last CCWC and at any number of other festivals. We are the farthest we've ever been from Canada but to see so many other Canadians here we feel right at home!

The remainder of our day will be spent touring around Adelaide, hitting up the local grocery store and just taking it all in. We are here, living in the moment, enjoying the experience together. We are one, we are ROWBUST!

Opening Ceremonies - 2016 Australia CCWC 3/31/2016

All the training and preparing is done; now it is time to compete!

Tonight we attended the Opening Ceremonies for the 2016 CCWC competition aptly named "Dragon's Down Under!"

Dragon Boat crews from around the world gathered together in Elder Park, just across the river from the iconic Adelaide Oval.

(<http://www.adelaideoval.com.au/>) As we were waiting patiently for the event to start we got to meet and chat with many paddlers who traveled from near and far. It was very nice to see some familiar faces. Faces that we only get to see at National and International competition, including our Australian friends that we raced against at the 2014 CCWC in Ravenna, Italy. We look forward to meeting them at the start line again.

Finally we were called to assemble in alphabetical order by Country. All of the Canadian athletes filed across the foot bridge that links the park to the oval first, followed by every other country with Australia bringing up the end of the parade of athletes as the host country.

The ceremony took place on the front steps of the oval. 2500 athletes were welcomed to the CCWC by the International Dragon Boat Federation (IDBF) and the Australian Dragon Boat Federation officials. We were treated to an

Aboriginal welcome dance demonstration passed down from their ancestors. This was followed by the traditional Chinese Dotting of the Eye ceremony. With the ceremony complete the event was officially declared as open!

Rowbust Race Schedule

Friday, April 1 - 2 k race

Race 7 at 3 pm

Saturday, April 2 - 500 m races

Round 1 - Race 36 at 12:25 pm

Round 2 - Race 52 at 1:50 pm

Round 3 - Race 65 at 2:55 pm

Sum of all 3 races is the winner

Sunday, April 3 - 200 m races

Round 1 - Race 106 at 12:20 pm

Round 2 - Race 122 at 1:40 pm

Round 3 - Race 135 at 2:45 pm

Sum of all 3 rounds is the winner

From Canberra to Adelaide 3/31/2016

Bekka, Newton and our supporters started their long travel day before the rest of the team started theirs. We were thinking of them because making that long trip is not an easy one.

The rest of the Rowbust crew got up as usual, had breakfast and then cleaned out our rooms to start the departure process. Because we had such a large group, the Canberra Hostel allowed us to keep one of our rooms to store our luggage in until our bus came to pick us up at 3:15 pm for our trip to the airport. That was so nice of them!

But first.....one last practice at the practice site! One last 6.4 km walk to and from the practice site, one last time lifting the boats in and out of the water and one last "goodbye" to our Canberra home! Everyone had been so kind to us and willing to help us out with anything that we needed.

You made our "home away from home" a really great experience and a great team bonding experience.

We cannot say thank you enough to Allangh and Treena for making sure that we were well taken care of during our time in Canberra.....we truly appreciate it! But what we truly appreciated was that you took our Coaches (Cheryl and Sarah) away from us so the "kids" could have some "fun"!!!!

I'm not sure how the suitcases had more stuff in them and were harder to pack.....but they were! Our bus came to pick us up at the hostel and take us to the Canberra Airport to fly to Adelaide.....ahead of time and away we went!

After some waiting time in the Canberra Airport, we were heading to Adelaide to

meet up with Bekka, Newton and our husbands and supporters!!

We arrived in Adelaide ahead of time, our bus was ahead of schedule and Leigh was there to meet us and take us back to our next home for the week.

We loved the Canberra Youth Hostel for the week that we were there and we loved the team bonding timeBUT.....our Apartments in Adelaide.....oh man.....did we really LOVE them!! No bunk beds, No sharing 8 to a room, No using a key card to get into the bathroom and share with others, No sharing the kitchen.....not that we didn't love that part too.....but we were SO ready to have a nice quiet place to stay!!! Thank you Leigh for finding such a great place for us!

A quick bite to eat, catch up with everyone and then off to bed to get to our early morning practice!

The next morning, the bus arrived at the Apartment to take us to the practice site and in the boats that we will be racing in.

Our practice went well and it was great to have Bekka and Newton in the boat with the team. We practiced many starts, a 500 m race and a 200 m race and just got used to being on that water in that boat.

The team looks and feels great and WE ARE READY for anything that we need to do!

Once back from the practice, we had the rest of the day to get situated and find some food for our race days.

One practice left before the racing starts.....and we can hardly wait!!

Post Submitted by: Linda, Crew Captain

CCWC 2km Race Day 4/1/2016

Today, Friday April 1, 2016 was the first day of racing at the International Dragon Boat Federation (IDBF) Club Crew World Championships (CCWC).

Our 2km race was scheduled for 3:00pm (race #7). The bus arrived to pick us up at the complex at 12 noon. After a short and sweet "pep" talk we were on our way.

We arrived at race site to find an Aussie team squatting in our tent space! "Somehow" the Rowbust sign that was posted inside the tent was flipped over and they thought it was their tent space. A few words exchanged and they were vacating our space.

With a bit of time before we were to be called to marshaling, many headed down to the water's edge to check out the action while others hit up the vendor section to get an event shirt before they were all gone.

There was a general feeling of excitement in the air as teams were warming up

for their first races of the event. People everywhere were running, skipping and stretching in preparation.

The call to marshal race #7 came around 2:30pm. It was "go" time. Gear in hand, we made our way to the marshaling area and took our place in the shute for lane 6. IDBF officials checked our ID tags, race number and ensured that our paddles carried the proper IDBF licence. Here we had another chance to catch up with our Aussie friends that we met in 2014 in Italy before we loaded the boats and the niceties were over...for now.

Loading the boats was a little different than we are used to. There are no docks. The boats are beached. We load back to front and the volunteers push us off the sand. Different than we are used to, but it works!

We were the sixth of six boats in our 2km race. Five of these boats were in the BCS division, and one in the All Cancer Survivor (ACS) division.

The 2km race is a staggered start with 10 to 15 seconds between boats. We were with last boat to leave the start line.

We successfully closed the gap between us and boat 5 on the first 500m stretch. They were given the right of way on the turn but we overtook them on the second 500m stretch as we approached the second turn.

There was a lot of chatter in our boat. Key voices shouting words of encouragement as we dug deep and paddled on through turns two and three chasing the boats ahead of us. Laura (drummer) and Shirley (stern) called us in to power when we needed it and we gave them everything we had. We crossed the finish line with nothing left in the gas tank. Our shoulders and backs tired from the dog fight. There is nothing like the feeling of crossing that finish line after giving it your all. And we had done just that. Everyone in the race had done the same and it was obvious by the smiles and laughter as we unloaded and high fives exchanged between all competitors.

Because of the staggered start the results of the 2km races are not known until the times are calculated by the officials. So, we waited....patiently. Soon, Coach Sue emerged with news. SILVER! We did it! Our 18 months of training had paid off. No, we didn't take the gold. But for our very first race of our 2016 paddling season, to take a silver medal at CCWC is very exciting. Many of the teams we raced against are at the end of their season, when we don't even have our boats out of storage yet. We wanted competition. We got it! And it feels great! This is what will help build up the BCS division which is still in its infancy.

Medals were presented at 4:00pm. Again, we waited patiently. Some of us chatting with the Brisbane team and we learned that they had not told their paddlers the results. They wanted it to be a surprise. When the results were announced, Brisbane erupted in joyous celebration of their victory. Many of their members were seen wiping tears from their eyes as they congratulated each other while everyone, Rowbust included, applauded their success.

Results

- Gold - Brisbane, Missabittatitti
- Silver - Rowbust
- Bronze - New Zealand, A Breast for Life

There are two more days of racing ahead of us. Tomorrow (Saturday) we will race three 500m races and on Sunday three 200m races. Every race counts. These are not heats and finals. The winners are decided by their combined times in each distance.

Early to bed for us tonight!

CCWC 500m Race Day 4/2/2016

Wow! What a day!

A fire has been lit. And today it burned hot within the Rowbust women.

Today we competed in three 500m races. And in all three races we crossed the finish line before the competition.

We wanted it. We dug deep. We took it.

Every race counted as it is the cumulative time of all three races per distance that determines the winner.

Each visit to the marshaling area was an opportunity to meet new people, swap paddling stories and even brag some about our respective clubs. The women of the BCS division can be described in one word, genuine. There are no actual rivalries. We all know what has brought us together. There is no need to discuss it. There is no time for it. We are busy living each day, enjoying our time together, on the water and off.

However, on every start line there were are no friendly exchanges. There is only us, in our boats, visualizing the race we are about to undertake. The calm before the storm.

We hear the call of the starter..."Attention!"

...and of our drummer & stern together "Ready Ready!"

And then the starting gun and we take our first stroke to get the boat up and moving. And another and another and soon we are up to our race pace, Laura and Shirley calling us in to power to get out ahead of the other boats. Our long, power stroke carrying us down the race course. A few more power sections, every paddler giving everything they've got to give. Soon we are called in to a finish and we bring the rate "Up!" and "Up!" keeping the stroke long and strong as we speed across the finish line. We did it. We were the first ones across.

We won.

We came all this way to defend. And we did.

Tomorrow is the 200m race day. We shall lite another fire!

CCWC 200m Race Day! 4/3/2016

It's no secret, it's all over Facebook, Twitter, Instagram...we have retained our World Champion status!

Each of the three 200 meter races were close...too close for comfort! But comfort is not what we're here for. We had some serious competition. It could have gone either way.

We didn't nail our first start but the rest of the race was good. We nailed our second start but the rest of the race was "crap". But, the third race, we finally got our sh*t together and hit every stroke on our way down the race course. It felt so good, but at the end as we looked to our right, from lane one, we really didn't know who crossed the finish line first. They were right on us all the way down the course! As we paddled back to the beach we got the "thumbs up" from our supporters! Yep, we'd done it!

On a personal note...for each race I wore a button of Gail Hathaway's smiling face. So that it wouldn't interfere with my paddling I wore it low on my jersey, near the hemline. At no time during the competition did the button bother me to be there. That is until the final race. I felt the edge of the button dig in to my leg on every stroke! Gail was in the boat, pushing us along, making sure we crossed that finish line first. Thank you Brown Sugar!

After landing on the beach there were no high-fives, there were hugs all around as we made our way back up the beach and through the paddle arch made by the other BCS teams. "Congratulations" and "we'll get you next time" heard all the way through. All in the name of good sportsmanship. It really is an honour for all of us to be here, at this level of competition. But mostly to still be on the green side of the grass, living and breathing and sharing our love of paddling with our friends around the world.

We didn't come all this way just to come all this way...we came to win!

A huge thank you to the ladies of Paddles & Pearls Charleston (US), Abreast of Life New Zealand, Dragons Abreast Sydney and Missabittatitti Australia. You pushed us to be at our best!

Now that the competition is complete, it is time to celebrate! We had a pizza party in "Cheryl's Courtyard" and some much needed social time.

Over the next few days we will tour around Adelaide. A large group of us will be taking a day trip over to Kangaroo Island. And by the end of the week many will be going on to explore more of Australia.

This marks the end of our adventures at CCWC



Australia.

Thank you for following us, for staying up through the night and watching the live feed and cheering us on from home! Your encouraging texts, emails and comments are very much appreciated! We can feel your support all the way around the world!

Safety near dams (MNRF)

How to stay safe

Stay off dam structures unless an area is clearly marked for public travel. You should also be alert to changes in water levels.



Summer

- always stay outside booms and away from all dam structures
- never swim above a dam or dive from a dam structure (currents can pull you through the dam or against flow structures with such force that you could not escape)
- never fish, boat, or swim below a dam (water levels and flows can change very

quickly and you may not be able to react in time to avoid the danger)

- personal watercraft and boats should always stay clear of dams
- never moor, tie or anchor your boat below a dam
- never sunbathe, picnic or camp in an area which may become flooded due to dam operations

Autumn

- be aware of possible changes in water flows or levels from dam operations
- always obey posted signs, and do not enter fenced areas to hike or gain access to other areas

Winter

- beware of thin ice that may develop due to dam operations
- never venture out on the ice alone
- always wear a flotation suit and carry a throw rope
- dam operators often lower water levels during winter and spring
- always be aware of the potential for slush under the snow

Spring

- stay clear of dams when fishing (water flows and levels can change quickly)
- always stay clear of dams when canoeing or kayaking

Dam hazards

Regardless of their size, type or intended use, all dams present certain hazards to those who work or play near them. Pay attention to signs, booms, buoys and fencing.

Low head weirs

- while low head weirs may appear insignificant, they pose considerable dangers to those boating or playing around them
- water that continuously re-circulates at the base of low head weirs creates underwater hydraulics which can easily trap someone underwater at the base of the dam
- low head weirs may have no visible structure above the water line (boaters approaching a weir from the upstream side may not be aware of the dangers present)
- always watch for and obey signs, booms, buoys and portage markers

Water conditions

- upstream dam leakage between and around stop logs can pull swimmers in and drag them below the water level with such force they can't escape
- air trapped in water reduces your buoyancy (if you're caught in foaming water, you will find it harder to stay afloat even with the aid of personal flotation gear)
- changing water levels and flows below a dam can occur rapidly and without warning
- never place yourself in a situation where you can't leave the area you are boating in
- never camp, picnic or sunbathe in an area below a dam which may become flooded

Retaining walls

Concrete retaining walls above and below dams can block exit routes. These are often present near marine locks.

Updated: August 11, 2015

Know your sail

