

# Fanshawe Yacht Club

## 60 Years

August 19, 1953 to August 19, 2013



Drawing by Art Seager 1995

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Compiled by Nina Myers from Jack McClatchie's "A Bit of Club History", Len Macdougall's early history, Len Macdougall's notes from his conversations with Jack McClatchie, Jack McClatchie's files, UTRCA pamphlet photos, The London Free Press articles and photos, Fanshawe Yacht Club minutes and Newsletters, Dockside Scuttlebutt articles and photos.

### Introduction

Fanshawe Yacht Club owes its existence to flooding and to the vision of a far-sighted group of keen sailors. In 1937 the City of London suffered major flooding. At the Forks of the Thames, in the vicinity of Dundas Street (now named Riverside Drive) and Wharncliffe Road the water depth was eight feet above the pavement. There was massive property damage and one loss of life. Following the flood, the City undertook preventive measures. Dikes were constructed in the vicinity of the Forks and along sections of the North and South Branches of the river. In 1947 there was threat of another major flood. The waters rose almost to the top of the dikes and overflowed the banks in other locations. Farmers and city dwellers demanded action. Later in 1947 the Upper Thames River Conservation Authority (UTRCA) was formed.

The Authority swung into action to put flood control measures in place. Design of a dam for the North Branch of the Thames was undertaken. The site selected was a short distance east of Clarke Road. The Lake which formed behind a dam is approximately 3 miles long and almost half a mile wide.

Fanshawe Dam was completed in December 1952.

**1953** By the end of April Fanshawe Lake was a reality and ready for use. On part of the west shore there was a strip of sandy beach with a wooden dock and a picnic park (the public beach) – that is where Fanshawe Yacht Club started.

- First boat to sail was Jack McClatchie's 18' sailing canoe, sailed off the beach in April.



- A few days later, Eric Skelton put down the first mooring for his dinghy, "Polly Wog".
- More boats joined the fleet on moorings at the public beach.
- Rather informal races were held on most weekends.
  
- By August, the fleet had grown to 18 boats, with a friendly gang of skippers wondering how they could keep in touch through winter and make plans for the next summer's sailing.
- At that point, Jack McClatchie invited the group to meet at his home to talk about forming a club to represent them before the Conservation Authority.
- The **first meeting** was held on **August 19, 1953**.

Officers were elected, Committees were formed, racing program was discussed, the name 'Fanshawe Yacht Club' was unanimously selected and the next meeting was scheduled.

Here is a copy of the Minutes of that first meeting:

FANSHAWE YACHT CLUB

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Minutes of First Meeting

Wednesday, August 19, 1953 7:00 P.M.  
Fanshawe Dam Committee Room.

PURPOSE

This meeting was arranged to provide an opportunity to discuss current yachting activities on Fanshawe Lake, and to consider recommendations of the boat owners with respect to organization of a Yacht Club, plans for future activities, and the relationships of the boat owners with the Upper Thames River Conservation Authority.

ATTENDANCE:

The following boat owners and enthusiasts were present:

Fred Hanington (T.V.A.)	John McGugan,	Al Plumb,
Don Bere	John McClatchie,	Bert Richards
Dave Schurman	Jim Dixon	Mary Miller
A.E. Skelton	Fred Simmonds,	Gertrude Harding,
Jack McGavin	Phil Harding,	Dr. Allan Coote,
Larry Agranove	Bob Galpin.	Jean Coote

The Upper Thames River Conservation Authority was represented by Mr. Fred Hanington, who provided information with respect to the Authority's future plans and attitude regarding yachting activities.

ELECTION OF OFFICERS

The following officers were elected:

Commodore	- Mr. R. R. Galpin
Vice-commodore	- Mr. D. Bere
Fleet Captain	- Mr. J. McClatchie
Sec-treasurer	- Mrs. P. Harding
Social Convenor	- Miss Mary Miller

COMMITTEES:

The following committees were appointed:

- 1 Publicity - Mr. E. Skelton, and Mr. D. Bere.
- 2 Constitution - Mr. P. Simmonds, Chairman  
Mr. W. P. Richardson  
Mr. A. W. Plumb  
Mr. P. Harding,  
Mr. J. McGavin  
Mr. D. C. Schurman /

RACING PROGRAM

The elected executive will develop a racing program for each Sunday afternoon.

Race officials in charge of Sunday activities are:

Mr. J. McLatchie , - Timer and Starter  
Mrs. P. Harding - Recorder  
Mr. A.E.Richards &  
Mr. Don Bere - Race Preparations

#### NAME OF CLUB

"The Fanshawe Yacht Club" was the name unanimously selected by the assembly.

#### CLUB HOUSE AND FACILITIES--

A motion was made that recommendations be discussed with the U.T.R.V.C. Authority with a view towards future location of mooring facilities near the existing or extended dock. Club House location near these mooring facilities was agreed upon and will be discussed with the Authority.

#### WINTER STORAGE

A vacant barn on Fanshawe property has been offered by the Authority for those wishing to store their boats, during this next winter. This will be investigated by the Executive.

#### SOURCES OF BOATS

1. The Authority has expressed their desire that boats be limited to non-cabin types.
2. Power boats are excluded.
3. Experience of present members will form the basis of recommendations to those potential boat-owners and builders. To date the wide variety of boats sailing on Fanshawe Lake shows only the range of boats suitable for this Lake.
4. Members will attempt to clarify the types of boats available from other yacht clubs near London. e.g. Sarnia, Rondeau, Pt. Stanley, etc.

NEXT MEETING is scheduled for Wednesday, September 2nd, 7 P.M. at Committee Room, North side of Fanshawe Dam.

There were a good representation of boating enthusiasts at this meeting with 18 being present, and \$8.05 was collected for incidentals.

Racing plans were discussed at that organizing meeting. There was agreement that two afternoon races would be held each Sunday during the remainder of the sailing season. Race time and the course were detailed. *Finish line is the same as start line, running from end of dock to the marker flag positioned in the line of the old highway.*

Here is an excerpt from the proposed racing rules: Item 7 had to do with overlap when approaching a mark to be rounded. *An overlap exists when two yachts are sailing approximately the same course and neither has her bowsprit end (or stem) abaft the other yacht's boom end, judged by the course being sailed.* That definition might present a challenge to 21st Century sailors!

The London Free Press found time to write about the new club August 20, 1953:

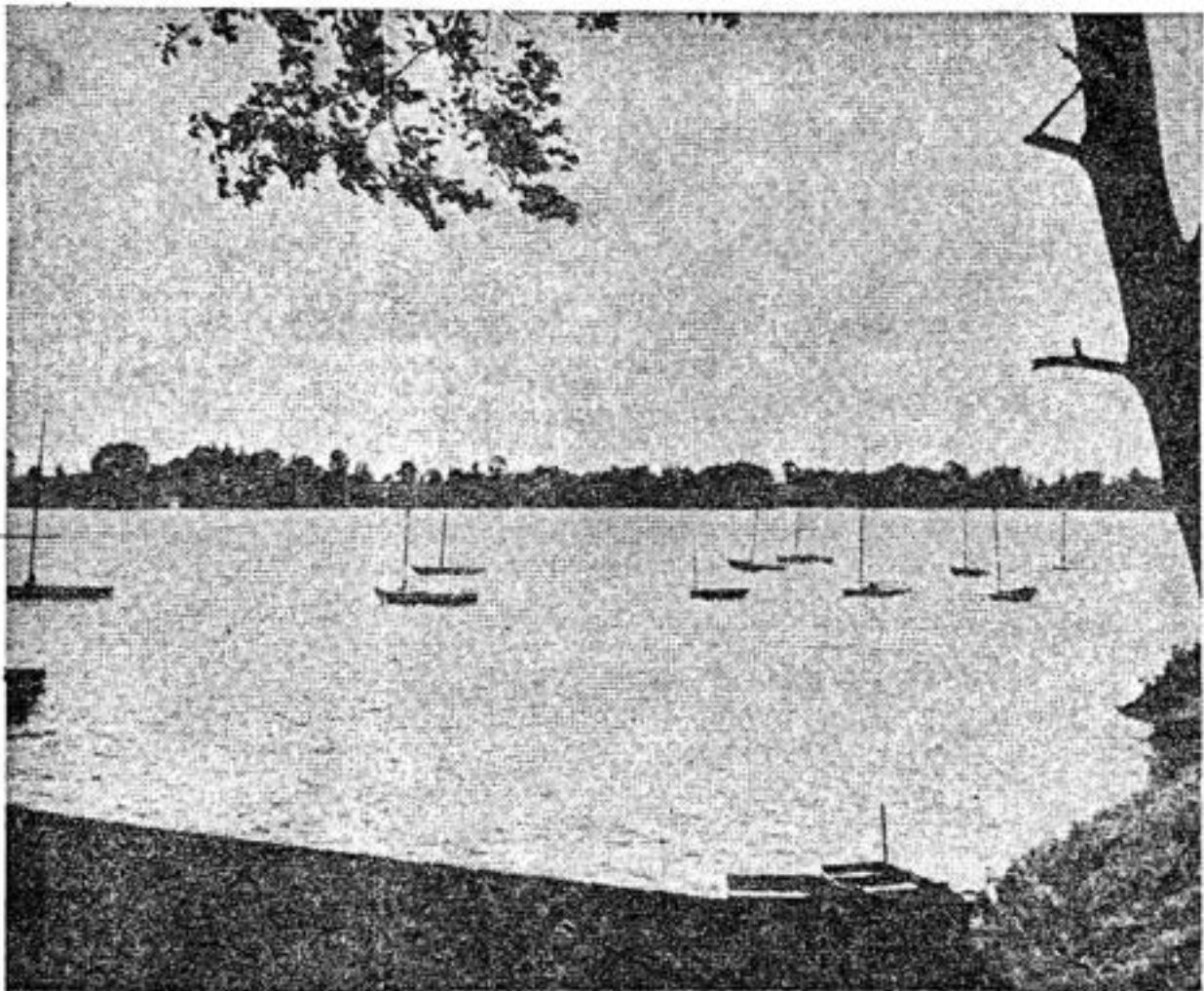
Headline: **London gets 'Yacht' Club**  
**Tubs, Schooners To Be Welcomed At City's Lake**

*If you are the owner or prospective owner of "anything that floats that is used for pleasure" you are eligible for membership in the Fanshawe Yacht Club.*

*The club was organized last night and its aim is to promote full use of London's back door lake that did not exist a year ago.*

*Don Bere, Vice Captain, said he hoped the name, Yacht Club, would not scare away potential members.*

*"It may sound high-falutin', but the dictionary term for yacht is anything that floats and is used for pleasure. Presumably that means anything from wash tubs to schooners."*



Water craft, whose owners form the nucleus of Fanshawe Yacht Club, ride at anchor here on the placid waters of the man-made lake north of London. The club was organized last night. The club describes a yacht as "almost anything that floats."

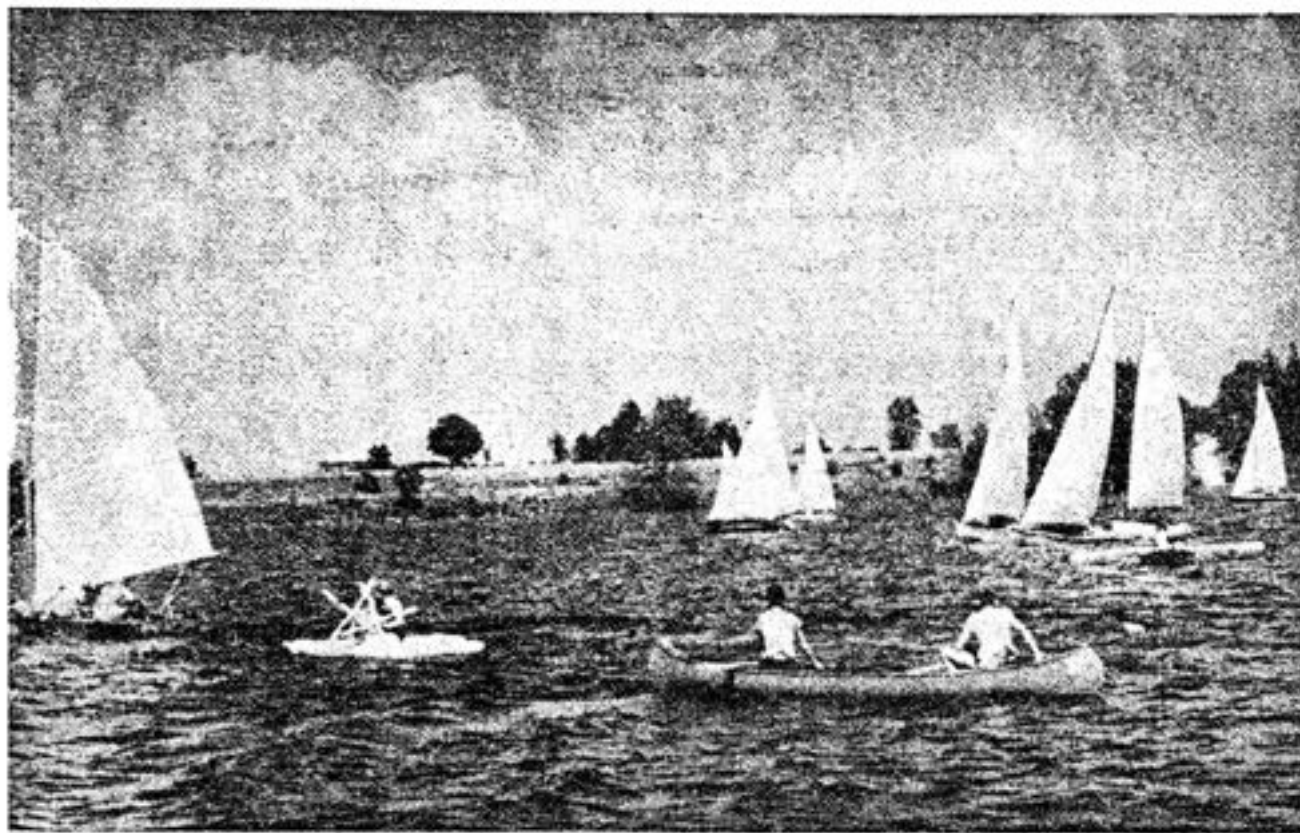
Note: this photo shows the moorings off the public beach area, not at the Club's current location.

A Free Press article a few days later has the headline:

### Sailboats Vie in Regatta Held on Fanshawe Lake

*Take a clear summer's day with a good stiff breeze, a rippling lake and a dozen sailboats, and you've got a first-class sailing regatta in the making.*

## 1953 Fanshawe Skippers Battle White Caps, Obstacles



A stiff, trick wind that blew up white caps on Fanshawe Lake yesterday gave some Fanshawe Yacht Club skippers a bit of trouble in the second of yesterday's sailing race.

But the course was made more difficult by a number of obstacles, such as these children's paddle-boats and canoes.

The article mentions Jack McClatchie *sitting at the judges' stand on the public dock* aiming his 12-gauge shotgun into the water and pulling the trigger to start the race. *The sound of the starting gun echoes over the water and they're off.*

Also mentioned are the spectators finding the race too confusing. Many of them have never seen a sailing race. *"All they do is zig-zag back and forth,"* says one, *"Surely that's no way to get ahead."*



Fourteen yachts are shown being rigged for the races and interested spectators crowd the public dock to get a closer view. Officials of London's newest sporting club hope the races will be a Sunday afternoon event until mid-November.

- The next important formative meeting took place September 2<sup>nd</sup>, in the Committee Room in the building at the north side of the dam. Eighteen members attended, mostly those at the inaugural meeting. A copy of the Minutes follows.

FANSHAWE YACHT CLUB

---

Minutes of Second Meeting held on  
September 2nd, 1953 7:30 P.M. at the  
Fanshawe Dam Committee Room.

The Commodore, R. Galvin, was in charge of the meeting.

The reading of the minutes by the Secretary was heard at this time. A motion approving the adoption of the minutes was made by Mr. E. Skelton, seconded by Mr. B. Galvin.

COMMITTEE REPORTS:

(a) The committee in charge of Racing Preparations suggested the rotating of Skippers to serve as Timekeepers for the balance of this season in order to give each Skipper an opportunity to participate in the races.

The Schedule for the Sunday and Monday Races was discussed, and it was decided that two races would be held and to commence at 2 P.M.

(b) Winter Storage:

Mr. Dave Schurman reported on storage facilities stating that the condition of the barn for the storage of the boats was very favourable.

In regard to Insurance on the boat storage, Mr. Simmonds reported on Group Insurance for the boats, and this matter will be investigated more fully and a detailed report will be made at the next meeting.

(c) Publicity:

Dr. Cameron Wilson has asked that it be written in the Constitution of the Yacht Club that no racial discrimination must be made in regard to membership.

EXECUTIVE REPORTS:

(a) The matter of a Club House has been discussed with the U.T.R.A. and it was recommended that we ascertain from the Authorities if any land is available for rent situated north of the new Beach. Mr. Skelton reported on the cost of a frame structure building suitable for a Club House at an estimated cost of \$3,000 and it was also pointed out that a Sketch of the proposed Club House must be sent to the Authorities for their approval.

(b) The Fanshawe Authorities have issued a special sticker for each boat owner's car to serve as a pass into the Fanshawe Grounds.

NEW BUSINESS:

(a) Record of Boats:

We are trying to maintain complete record of boats and owners on Fanshawe Lake, and your co-operation is requested.

(b) Charter for Club:

This matter was discussed and it was decided that this matter will be checked with a lawyer and a report on same be brought up at our next meeting.

(c) Identification:

It was agreed that all boatowners will try to

display clear identification on their boats preferably a name or class number. This will be most helpful in identifying the various types of sailboats participating in the Races.

A motion to adjourn was declared by the Commodore.

There was a good representation of boating enthusiasts at this meeting with 20 being present. Lunch was served by our Social Convenor, Miss Mary Miller assisted by Mrs. Coote and Mrs. Thursfield.

Jack McClatchie, who was a former member of the Britannia Yacht Club in Ottawa, contacted that club regarding its constitution and by-laws. Following is a segment of the reply from Mr. Charlie Marshall: *"I am enclosing the by-laws of the B. Y C. The constitution is not available but to my knowledge it sets up the by-law. Some of the Toronto Clubs have a very elaborate set-up, but we find these by-laws adequate for now."*

#### 1954

There were discussions with the Upper Thames River Conservation Authority about fees, mooring area, parking space and admission either under supervision of UTRCA employees or by use of stickers.

Quoting from the Minutes of Special Meeting May 27, 1954, Chaired by Commodore R. Galpin: *The Authorities have agreed on a new area for the mooring of the boats which is near the Trailer Camp.*

Admission Fee. *A yearly fee of \$25.00 will be charged by the Authorities and paid direct to the Fanshawe Authorities. Stickers will be provided for the car of each boat owner for identification. Mr. Don Bere was selected as chairman of the Racing Committee assisted by Mr. Elmer Searle. Mr. Bob Collins was selected for House Committee.*

*Mr. J. McClatchie was selected as Chairman of the Mooring Committee, with Mr. Eric Skelton, Matt. Goddard, and the Commodore, Mr. Bob Galpin acting as his assistants.*

Club Fee. *..... a fee of \$2.00 be charged all members of the Yacht Club, payable immediately, to cover incidentals such as postage for notices, etc.*

Identification of Boats. *It has been suggested that a description of the various boats and name of owners be sent in to the Secretary of the Club for record purposes.*

Warning System. *A warning system will be discussed at the next General Meeting. The Authorities advise that they could give approximately 10 hrs. notice in the case of an emergency rise in the level of the water at Fanshawe Lake.*

An aerial photo in a brochure produced by the Upper Thames River Conservation Authority in 1954 illustrates "*Fanshawe Dam checking the Thames in flood, Feb. 1954*".

Since the beginning, FYC has had to cope with changes in water level when flood conditions require the dam to temporarily hold back flood flows.



(FANSHAWE DAM CHECKING THE THAMES IN FLOOD, FEB. 1954.  
PHOTO COURTESY THE LONDON FREE PRESS)

In the same brochure there is a map. The map shows "Yachts" at the east end of the "Trailers and Tents" area, and a "Wharf" is shown at the "Beaches" area, in line with the Concession V road allowance. This "Wharf" was the original 1953 docking facility for the fledging yacht club.

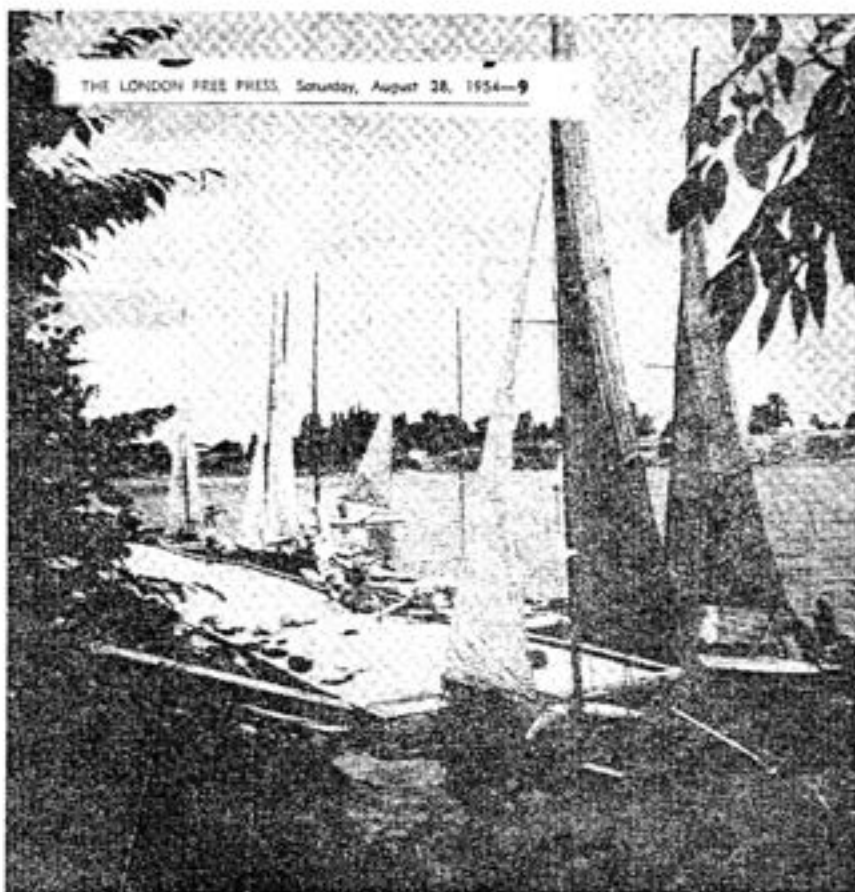


A Free Press article, February 5, reported on UTRCA meeting regarding FYC: *The (UTRCA) Board agreed facilities should be provided for a yacht club, but felt something should be done to prevent yacht owners from driving their cars into the beach area while others were forced to use the parking lot.*

- **Early in the spring 1954** a Fanshawe Yacht Club committee explored all the shores of the lake. With the permission of the UTRCA they chose the **current location** for the Club premises.

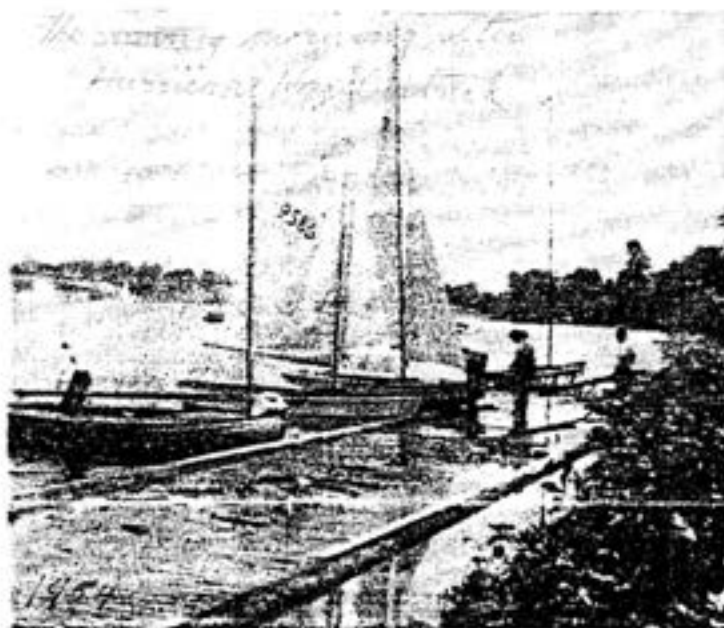
- **Floating dock:**

The ice and spring floods had taken the deck off the wharf at the beach. The Club was given this 12' x 100' deck to salvage and tow to our club location. With old oil drums under this deck, the club had a floating dock which served us until the permanent dock was built.



The floating dock survived its first challenge when Hurricane Hazel struck in October. The lake level rose about 20 feet - almost to the top of the stairs to the chalet. The dock, with the club tender sitting on it, also floated up. The dock provided a good base from which to work, and no boats were lost.

Photo from The London Free Press October 1954:

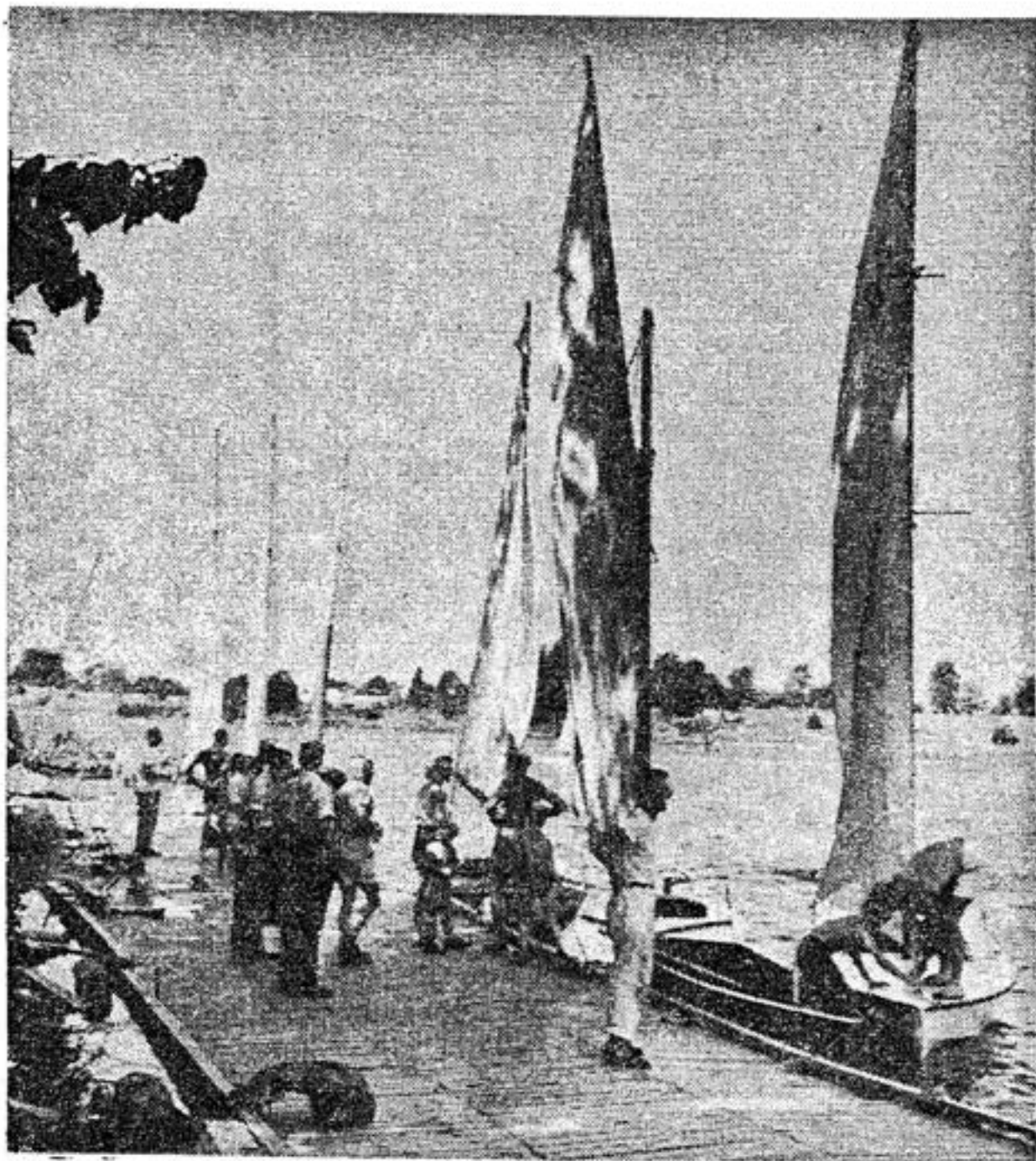


Jack McClatchie wrote:

*The morning after Hurricane Hazel struck us. The wharf was floating on old Oil drums and survived quite well,*

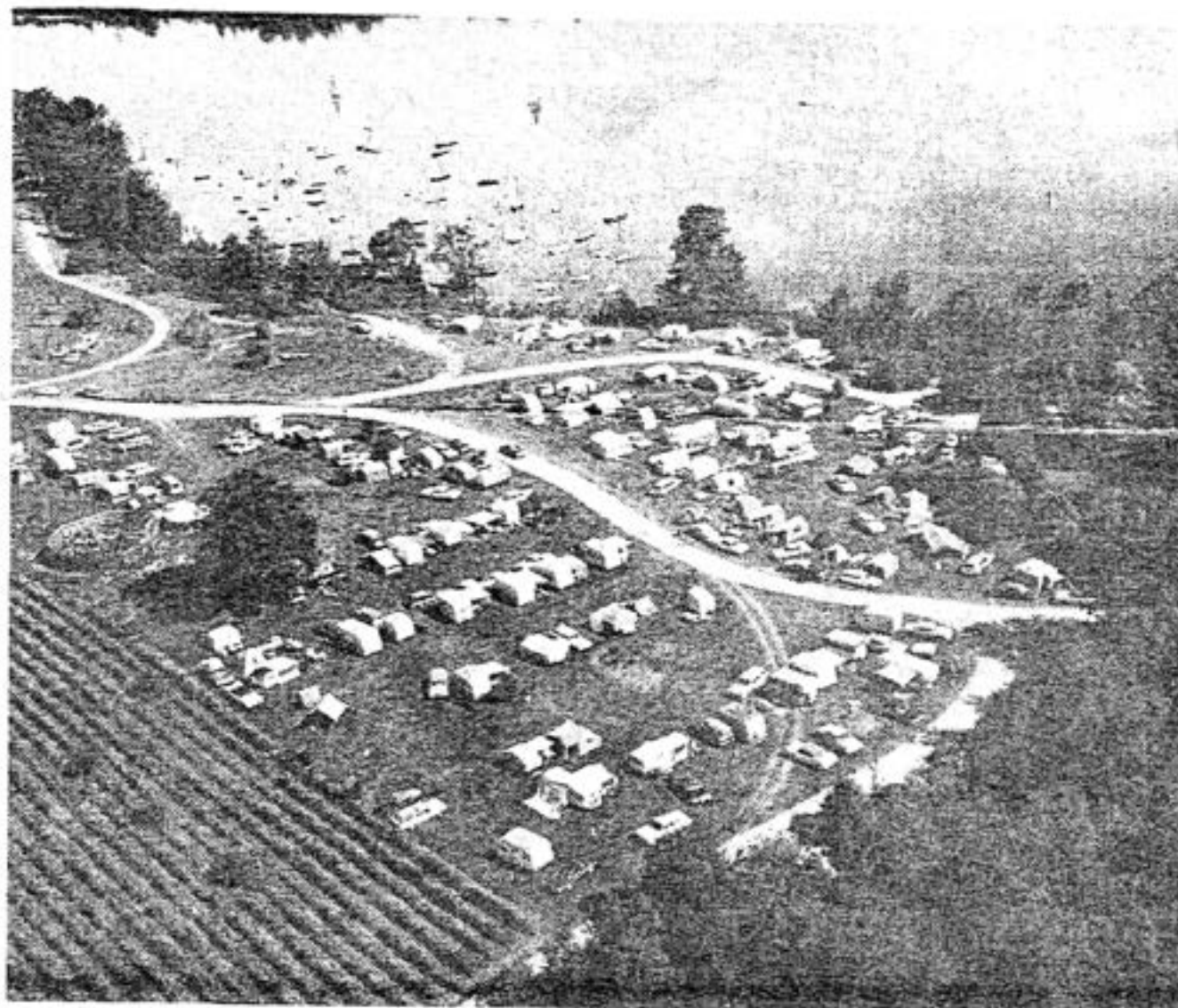
1954

THE LONDON FREE PRESS, Tuesday, Sept. 7, 1954—23



**MEMBERS OF THE** Fanshawe Yacht Club gather on the dock for a little sailing discussion. Most of them had just sailed in from the hotly contested Labor Day race. The race was comparatively slow, as light winds made going sluggish.  
(Free Press Staff Photos by Ken Smith.)

This photo is from a UTRCA brochure - date unknown.



*SUNDAY MORNING AT FANSHAWE CAMP*  
*Photo London Free Press*

**1955** Everyone enjoyed a summer of good sailing, but club was so loosely organized that it was existing in a hand-to-mouth fashion. No firm plan was in place to ensure the succession or the relief of the elected members burdened with the management of the club. The club was growing, but so was the reluctance of many members to accept a nomination for office. With so many boats on the lake, one could see trouble coming. The list of "Boat Owners" for 1955 had 35 names.

- A short business meeting was held in the new Fanshawe Park Pavilion September 26 and new officers were elected. A **more structured organization** was formed with a formal roster of Flag Officers to be elected each year for a one year term of office.
- The **officers** to serve through the **1956** season were:

Commodore	Jack McClatchie	Social Convener	Mary Miller
Vice Commodore	Allan Coote	Secretary-Treasurer	Gert Harding
Fleet Captain	Phil Harding		

Comments and photo by Jack McClatchie:

**Yacht Club Picks Slate at Fanshawe**  
 Jack McClatchie was elected commodore for the coming year by the Fanshawe Yacht Club last night at a meeting in the Fanshawe Pavilion. X  
 Other officers elected are: Vice-commodore, Dr. Allan Coote; fleet captain, Phil Harding; secretary-treasurer, Mrs. Phil Harding; social convener, Miss Mary Miller; race committee convener, Davis Schurman.  
 Films of boats were shown and the club membership adjourned to outdoors for a wiener roast.

*Thank Rex Bishop for the pavilion*  
 1955  
 error



*\* Davis Schurman should have been named as Rear Commodore  
 He also chaired the race committee*

*Fanshawe Pavilion  
 at the general meeting Oct. 1955  
 Names reading left to right  
 Gert Harding, Ada McClatchie, Phil Harding  
 Jean Coote, Larry Agranove, Dr. All Coote  
 Jack McClatchie hiding behind the camera*

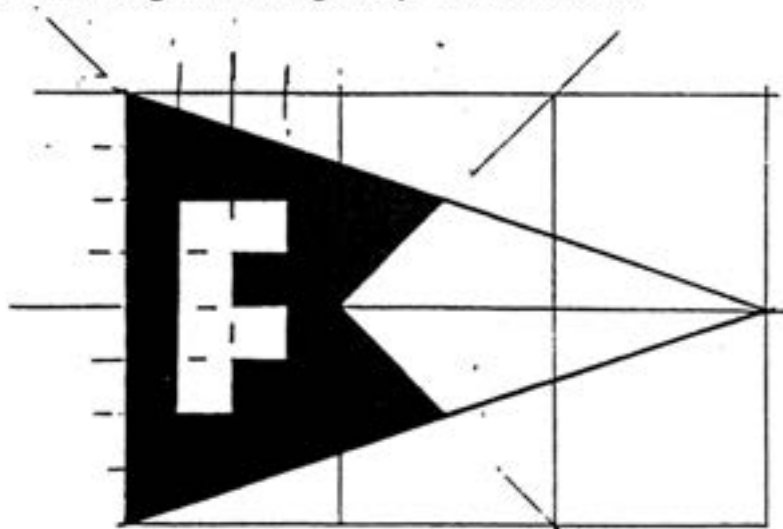
**1956** The list of Boat Owners for the year now had 41 names. A fleet of seven Y -Flyers was constructed. The "Father" of this fleet was boat builder Phil Harding. (London Free Press article p. 42) In the next few years the fleet of Y's grew and was to take FYC through early steps to becoming one of the largest sailing clubs in Canada.

- In those early days the mooring chains and anchor weights were hauled out over the stern of a rowboat for winter storage.

In the two years of the lake's existence there were one or two landings by float planes. By late 1955 there were mentions of establishing a "small air base" on the lake. Fanshawe Yacht Club and the Rowing Club voiced their objections to this idea to the UTRCA early in 1956. The authority denied permission for an air base.

**1957** Commodore Jack McClatchie was re-elected Commodore for another year.

- FYC red and white burgee was designed by Jack McClatchie.



*Fanshawe Yacht Club Burgee design - John L. McClatchie*

- At the March 13 business meeting a motion to adopt the burgee was carried unanimously. The London Free Press carried news from the March meeting
- Plans for the moorings were drawn up and were to be discussed with UTRCA. A boat owner must show *proof of payment of the Fee of \$25.00 paid to the UTRCA and also pay his Membership Fee of \$2.00 to the sailing club before being allotted his mooring.*

**1958** At the FYC annual meeting David Schurman was elected Commodore of the Yacht Club.

- Bill Cook built a shelter at the waterfront to be used for running races. It was called the "Cook House". It was later moved to a larger platform at the present location on the point.

- First Annual Dinner October 18 at the Melody Restaurant, Dundas Street East.

FIRST ANNUAL DINNER

October 18, 1958

7 P.M.

FANSHAWE YACHT CLUB

London, Ontario

*Davis Schurman*  
Commodore

\*\* PROGRAMME \*\*

Grace - F. Simmonds  
Toast to the Queen - Commodore  
D. Schurman

- Dinner -

Sing-Song - J. Houston  
Welcome - Commodore  
D. Schurman

Introduction of Labatt's  
Representative - Vice-Commodore  
C. Wingrove

Presentation of  
Y-Flyer Trophy - D. N. Morrison  
Introduction of Prize Donor  
for Open Class - Past Commodore  
J. McClatchie

Presentation of  
Prizes - Dr. J.F.M. Kennedy  
Presentation of Flags: First,  
Second & Third - Wm. Cook

DRAW - Door Prize - Fleet-Captain  
P. Harding

Pictures

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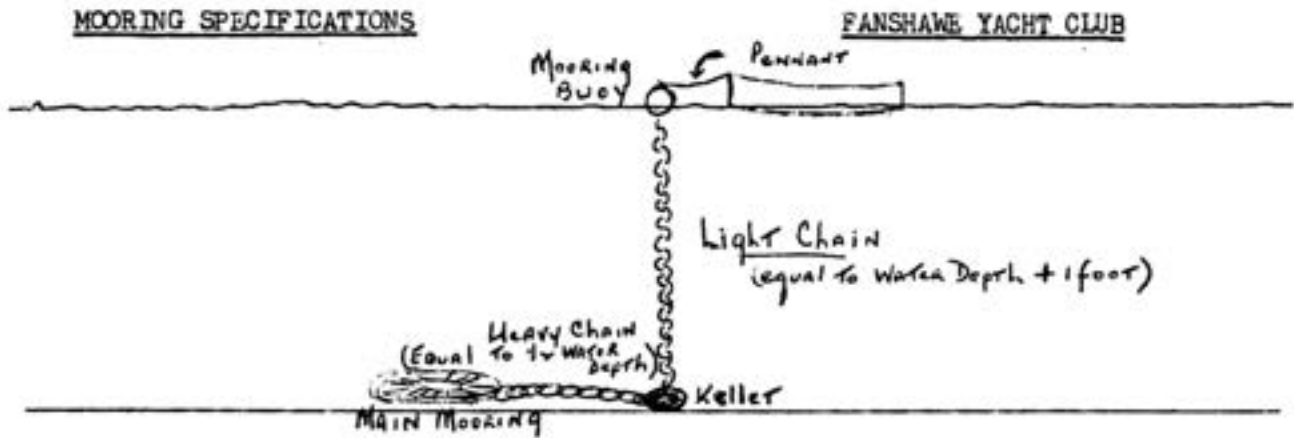


THE FIRST ANNUAL DINNER of the Fanshawe Yacht Club, was held Saturday night at the Melody Restaurant. Here the winners of the trophy competitions are, left to right: J. L. Smith, with sons

Peter and Bob, with Dr. J. Fred Kennedy Trophy for Open Class; Dave Schurman, and George Clemens, with the Labatt Trophy for the Y-Flyer class.

1960

Members were required to supply their own mooring, weight, kellet and chain. The Club provided specifications and a drawing.



1960 saw the first Flying Scot (FS#9) come to the Club.

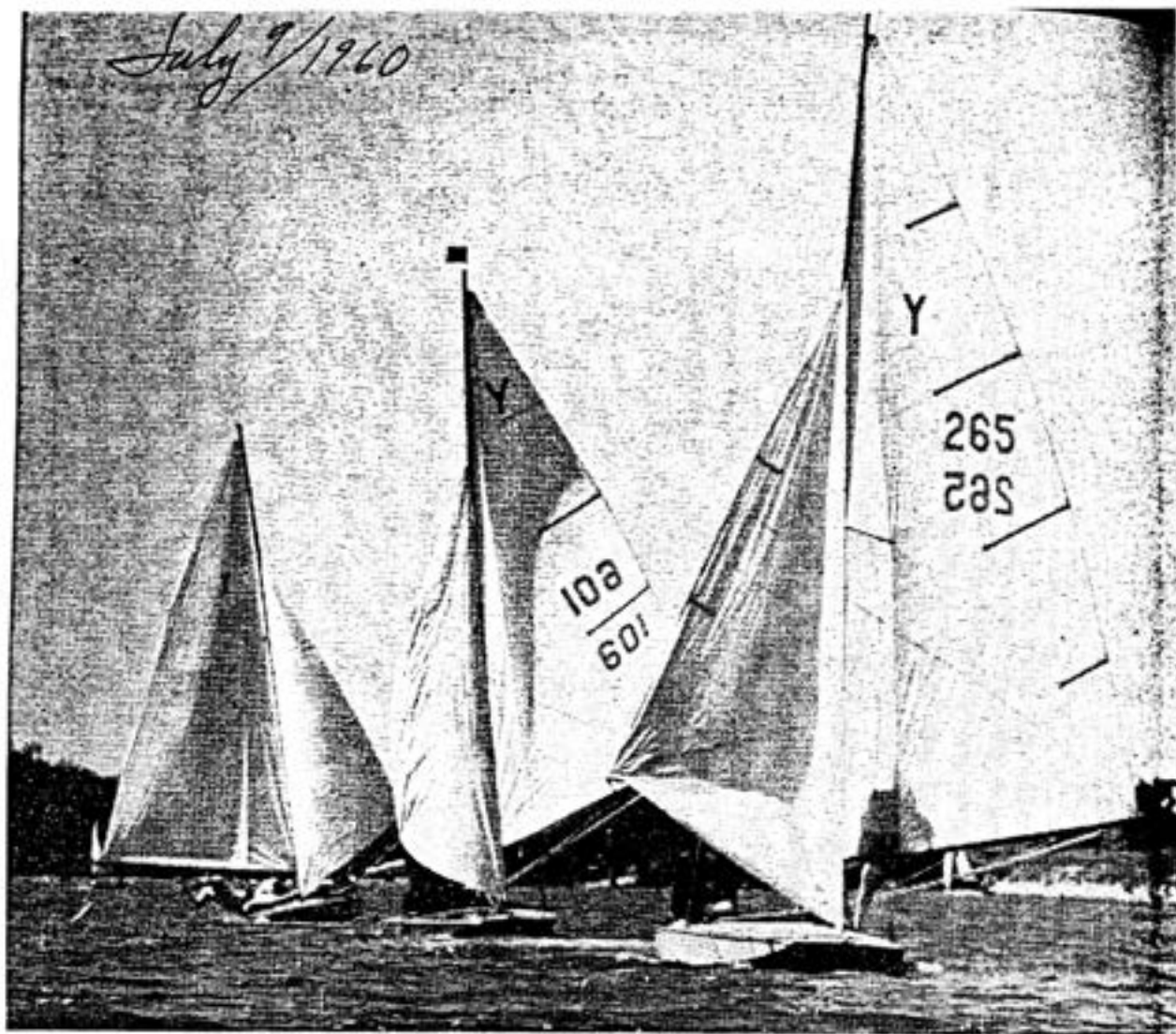
The Club acquired a Clubhouse, a former summer cottage that was moved onto the site by UTRCA.



The London Free Press, dated Saturday, July 9th, 1960, carried another major article entitled

### FANSHAWE SAILORS SPREAD THEIR WINGS

It is clear that growth of the Club has continued, as the article now mentions "the 80-member club".



**RUNNING WITH THE WIND** — Their sails spread like huge white wings to catch every breath of wind, three Y-fly-

ers owned by members of the fast-growing Fanshawe Yacht Club skim gracefully across Fanshawe Lake. Organized in

1953, the 80-member club holds 4 contested regattas every year throughout the summer.

Quoting from The London Free Press article:

*Most Western Ontario residents do their boating on weekends at Lake Erie and Huron, but 60 London area families are boating all week long and almost on their doorsteps.*

*The families, or at least the heads of the families, form the Fanshawe Yacht Club, perhaps the fastest-growing sailing group in Canada.*

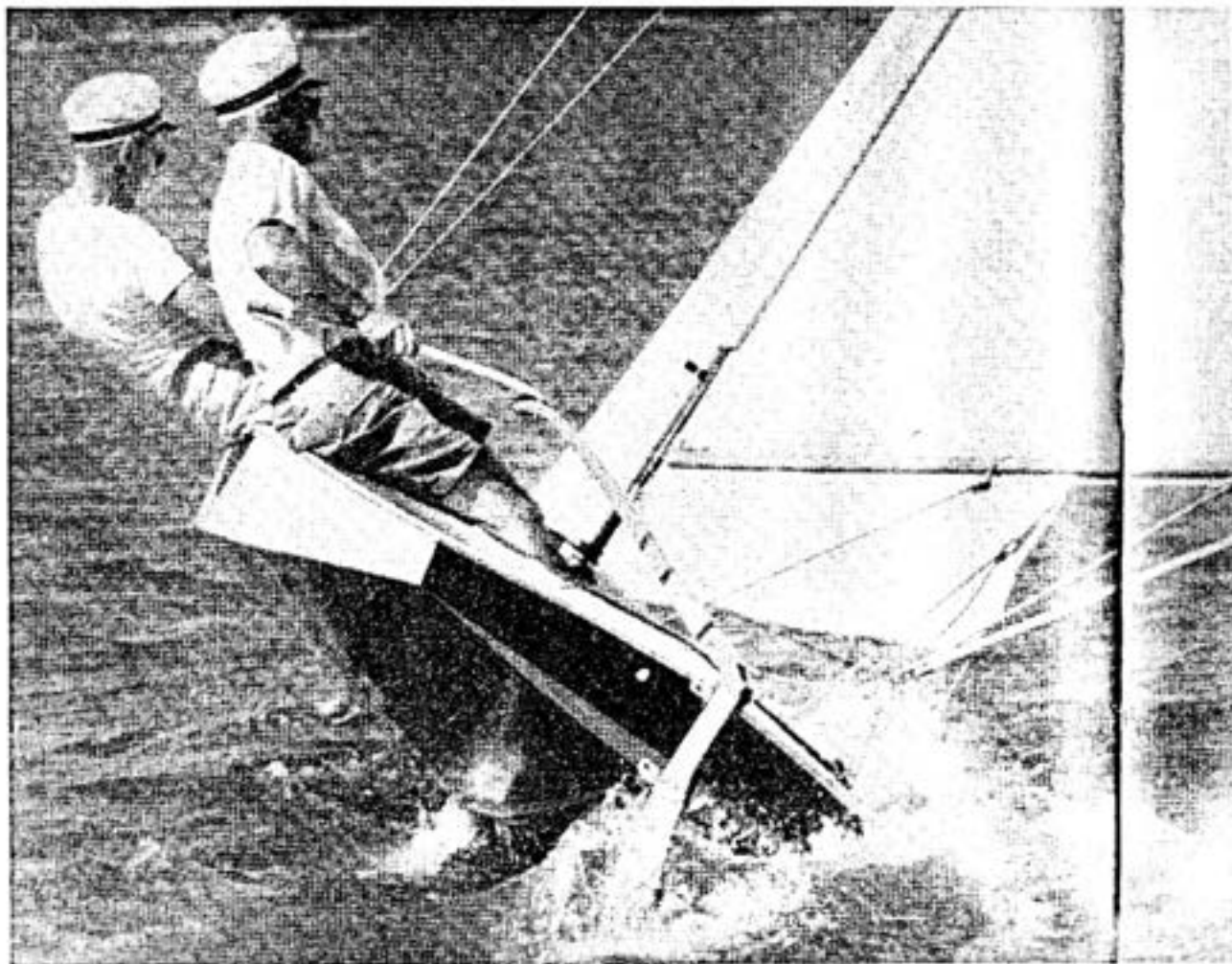
*Organized in 1953, the inland sailing group has grown from half a dozen boats to 60 sleek vessels ranging in size from a four foot pram to a 24-foot two-masted Sharpie.*

*Members of the Yacht Club -- it recently acquired its first building, thanks to the Upper Thames River Conservation Authority -- have more privileges than any other group that uses the Lake.*

*For one thing, their area on the west side is private. Docks and landing facilities are provided, as well as picnic tables and clean grounds. The cost: \$25 per boat per year to the UTRCA and \$5 a year to the Club. Perhaps the most enthusiastic booster of the club is its Commodore, George Layton, who began skimming over Fanshawe's waters almost as soon as the dam was completed.*

*"We can sail here every night," he said, indicating the boats gliding smoothly across the water, leaning into the wind as they tacked up the narrow course. "On the big Lakes most people find they only have time to sail at the weekends." Mr. Layton should know; he sailed for a number of years out of Grand Bend and Port Stanley.*

*Although a contagious sport, sailing in London began cautiously. It seemed that almost every time a stranger was taken for a sail, usually five miles (sic) up the Lake into its northern waters, there was another recruit.*



**THRILL OF SAILING** is typified here as Fanshawe Yacht Club's commodore,

George Layton, and fleet captain Emerson Bright (at tiller), drope themselves

over the side of their Y-fler as a stiff breeze loys the craft hardover.

# TODAY

*In Western Ontario*

The London Free Press

SECOND SECTION

SATURDAY, JULY 9, 1960



**DUEL WITH THE WIND** — Two of Fanshawe Yacht Club's Y-flyers battle for advantage as they beat to windward, bowsprit to bowsprit. Handling

Bish (No. 601) are Capt. P. R. A. Bishop and his wife while Phil Harding sails Firefly (No. 685). Yachts reach a top speed of about 18 knots.

August 1960:



*View of dock and beach area from cliff  
(dragon boats are there now)*



*Y's on moorings*



*F.Y.C. DOCKS SUNDAY AUG. 28-60*

**1961** Members were still paying attention to the legal aspects of the Club. Bylaw Number One was adopted in January. The design of the FYC burgee, by Jack McClatchie, was included in Article XVII.

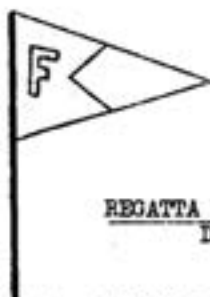
- FYC was incorporated July 6, 1961.
- Installed steps from dock to top of bank, a flag staff and hydro; new tenders.
- The "Cook House" shelter for running races was moved to the present location, out on the point.
- "Our first big regatta": The Ontario Y -Flyer Championships were to be held on July 1<sup>st</sup> and 2<sup>nd</sup>. 35 boats were entered. The Club had 23 racing Y-Flyers, the largest fleet in Canada..
- **First Annual Club Championship Regatta**

## Fanshawe Yacht Club

1961 CLUB CHAMPIONSHIP REGATTA

Fanshawe Lake

Sat., Sun. and Mon., Sept. 2nd, 3rd, 4th, 1961



REGATTA CHAIRMAN  
J.A. Houston

REGATTA VICE-CHAIRMAN  
D. Dynes

REGATTA RACE COMMITTEE  
Chairman: J. McClatchie  
Members: R. Brown,  
E. Skelton, D. Dickey  
Dock Marshall:  
R. Williamson

REGATTA PROTEST COMMITTEE  
Chairman: C. Wingrove  
Members: R. Braithwaite,  
T. Belle  
Alternates:  
S. Irman, A. Jeffrey,  
J. McGugan

### SAILING INSTRUCTIONS

CLASSES - "Y" Flyer, Gold Fleet; "Y" Flyer, Red Fleet,  
Open Class.

RULES - I.Y.R.U. rules as amended by C.Y.A., 1961.

SIGNALS (other than starting procedures):  
Blue flag at mast peak - finish line  
White flag at mast peak - postpone 30 minutes  
Gold flag at mast peak - shorten course  
Red flag at mast peak - race cancelled

STARTING SIGNALS will all be flown from port and  
starboard spreaders of committee boat. A  
loud hailer is aboard committee boat to  
draw attention to special signals.

**1962** Club's incorporation was finalized at the Annual Meeting on January 10<sup>th</sup>.

The London Free Press article describing the meeting states: *During the meeting, the executive completed incorporation of the non-profit organization.*

Intercollegiate Sailing Regatta was held.

The Yearbook, dated June 1962, contains some interesting items:

1. *An Official Notice Board has been placed in the Club House. During the summer months, it will contain all information applying to the operation of the Club.*
2. *A "Lost and Found" box will be in the Club House for stray articles.*
3. *Because of the increased size of the Membership, it becomes more vital that each Member respect the rights of other Members. Courtesy dictates that a person should observe the following rules:*
  - (a) *The docks are of limited size and are to be used only for embarking and landing. Moor your boat while you have lunch, or any other extended period. During race starts and finishes, arrange to be elsewhere, so the docks will be free.*
  - (b) *Do not approach the dock, or sail through the moored fleet with full sail on a breezy day. Events happen too quickly in close quarters. Several accidents have already happened through lack of sufficient room to maneuver.*
  - (c) *Children should not play on the docks, or swim near them. Do not allow your child to sail the boat alone until he has been taught how to sail safely and land at the dock without endangering others.*
  - (d) *More picnic tables are to be provided. Until then, do not monopolize a table. Litter cans are available -- please use them.*
  - (e) *At a meeting held last year, the dog owners agreed to leave their dogs at home. We hope the same consideration will be given this year.*

**1963** At January General Meeting By-law Number 4 was passed to amend By-law No. 1.

- A Notice to all members, dated 29 March 1963, shows annual dues of \$10.00. It also notes that members whose dues are not paid by June 1<sup>st</sup> shall be automatically dropped from membership. A further notice, dated April 22<sup>nd</sup>, 1963, from the Treasurer IMPLORES all members who have not yet done so to mail their membership fees at once! In those days, members had to pay a separate fee to UTRCA. They were then required to submit the UTRCA receipt to the Treasurer, so that they could be included in the annual "draw" for mooring locations.

In April 1963, Fleet Captain, Don Dickey wrote to all FYC members. *For the benefit of new members and old salts too Don presented a rough guide to dressing ship for a sail past: The number one flag*

without which no yacht is properly dressed is the Ensign. In our case, the Canadian Red Ensign, and it should be flown from the leach of the main sail at two-thirds the height. Alternately it may be flown from a stern staff which is sufficiently high enough to prevent the Ensign from touching the deck. Next in importance is the Club Burgee which flies from the top of the main mast. Then if you are a member of the Canadian Power Squadron you can fly the CPS flag on the starboard shroud at the height of the spreader and finally your personal "Scalp" flags such as the Fanshawe Yacht Club trophy flags from the port shroud.

- In August The London Free Press reported on planned changes by the UTRCA: *Members of Fanshawe Yacht Club will be allowed to use a second boat within a family this year, to encourage young members in Yachting. The type stipulated is an 8 ft. single sail El Toro dinghy.*
- *UTRCA gave permission to use 15 horsepower motor on a rescue boat.*
- Up until 1963, moorings were completely removed as part of end-of season activities. But that year a new proposal was made. Using two of the eighteen rows "on an experimental basis", the plan was to remove only the float from each mooring at the season's end. The mooring chain would be attached to "a lead chain" and allowed to remain on the bottom all winter. *Recovery of the lead chain will be the responsibility of the 1964 Mooring Committee.*



Fanshawe Lake — May 28, 1963

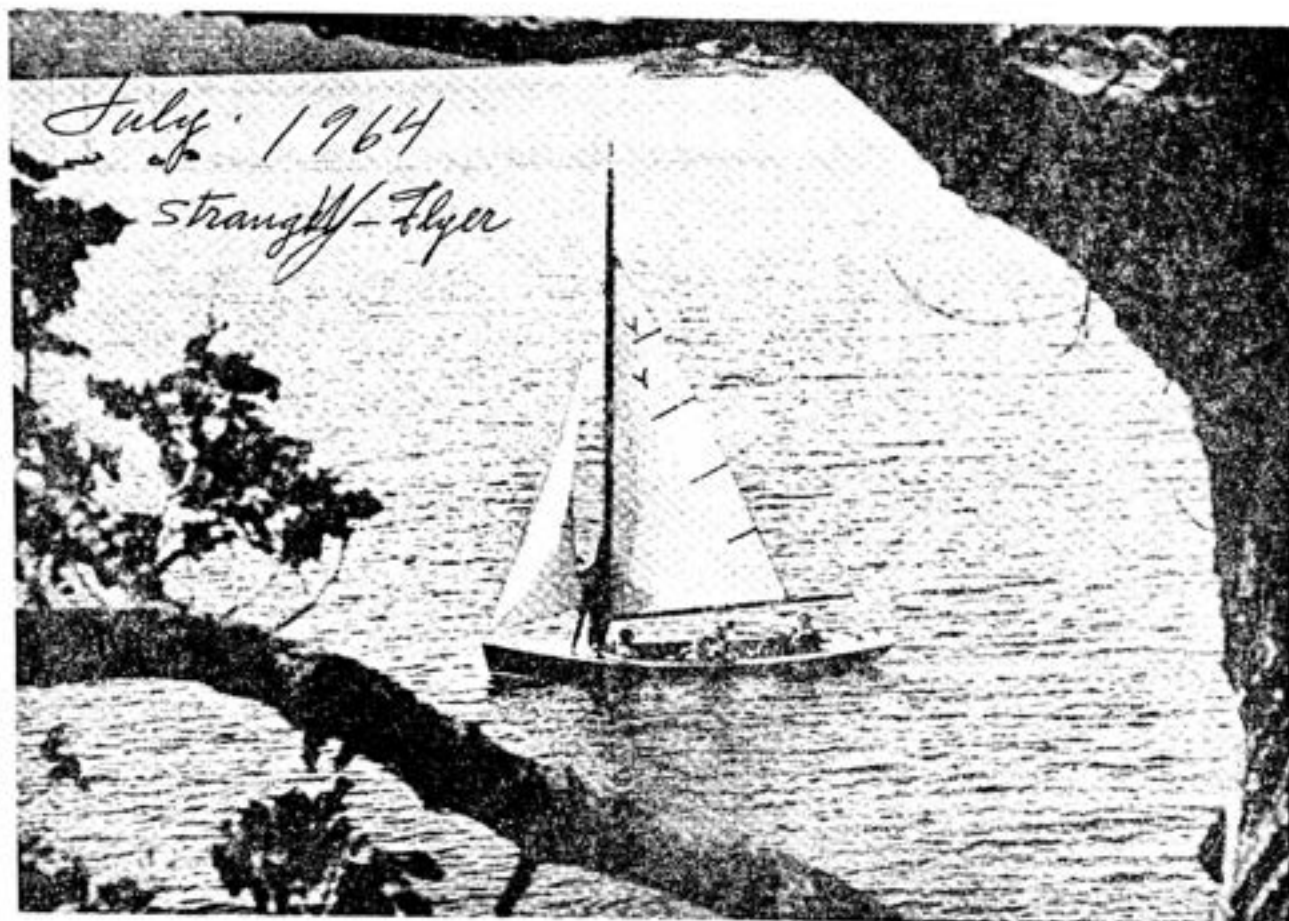
Lake level is 28 feet above normal as reservoir holds water that would otherwise be causing flooding in London.

Fanshawe Golf Course Clubhouse in foreground with several fairways flooded. Ice sheet indicates normal size of lake.

*Photo - Ron Nelson*

**1964** There were concerns about *the problem of an increasing number of private tenders reducing useable area around the docks.*

- **First Commodore's Cup Regatta**
- **First June Bug Regatta**      A fleet consisted of 5 boats of one design.



—Free Press Photo by Don James  
Ideal afternoon relaxation amid the perfect summer scene are shown in this scene of a sailing sloop on Fanshawe Lake.

Jack McClatchie noted: *"this is the original sharpie hull which I sold to Davis Schurman. This was a fast boat until re-rigged as a sloop, which was a disappointment."*

A registered letter, dated November 18, 1964 from the Department of the Provincial Secretary and Citizenship must have caused the Executive at least some concern. It was addressed to Phil Harding (the 1961 Commodore). It might be considered a tribute to "officialdom"!

On November 19 retired Secretary Gert Harding wrote to incoming Commodore George Foster:

*"George: Should not the names of the Directors be changed each Term on the records at Toronto?"*

A handwritten note at the bottom of the letter states: *"Taken care of by Secretary D.D. 1964-5"*

Here is the letter from the Department of the Provincial Secretary and Citizenship:

*J.A.*



VO

B-2

DEPARTMENT OF THE PROVINCIAL SECRETARY AND CITIZENSHIP

COMPANIES DIVISION

PARLIAMENT BUILDINGS  
TORONTO 2

REGISTERED

November 18, 1964.

Dear Sir:

Re: Fanshawe Yacht Club C-114326-S

Pursuant to section 326(2) of The Corporations Act, notice is hereby given that the above-named corporation, of which you appear as a director of record in the office of the Provincial Secretary, is in default for a period of one year in filing its annual returns and filing fees under The Corporations Information Act or a predecessor thereof.

Annual returns due in the year 1962, 1963 and 1964 have not been filed. The filing fees unpaid amount to \$3.00.

Your attention is directed to section 326(2), which provides that where it appears that a corporation is in default for a period of one year in filing its annual returns under The Corporations Information Act or a predecessor thereof and that notice of such default has been sent by registered mail to each director of record in the office of the Provincial Secretary to his last address shown on the records of that office and has been published once in the Ontario Gazette, the Lieutenant Governor may by order cancel the Letters Patent of the corporation and declare it to be dissolved on such date as the order fixes.

Unless all arrears of annual returns are filed and arrears of filing fees are paid within two weeks from the date hereof, an order will be made cancelling the Letters Patent of the corporation and declaring it to be dissolved on such date as the order fixes.

Yours truly,

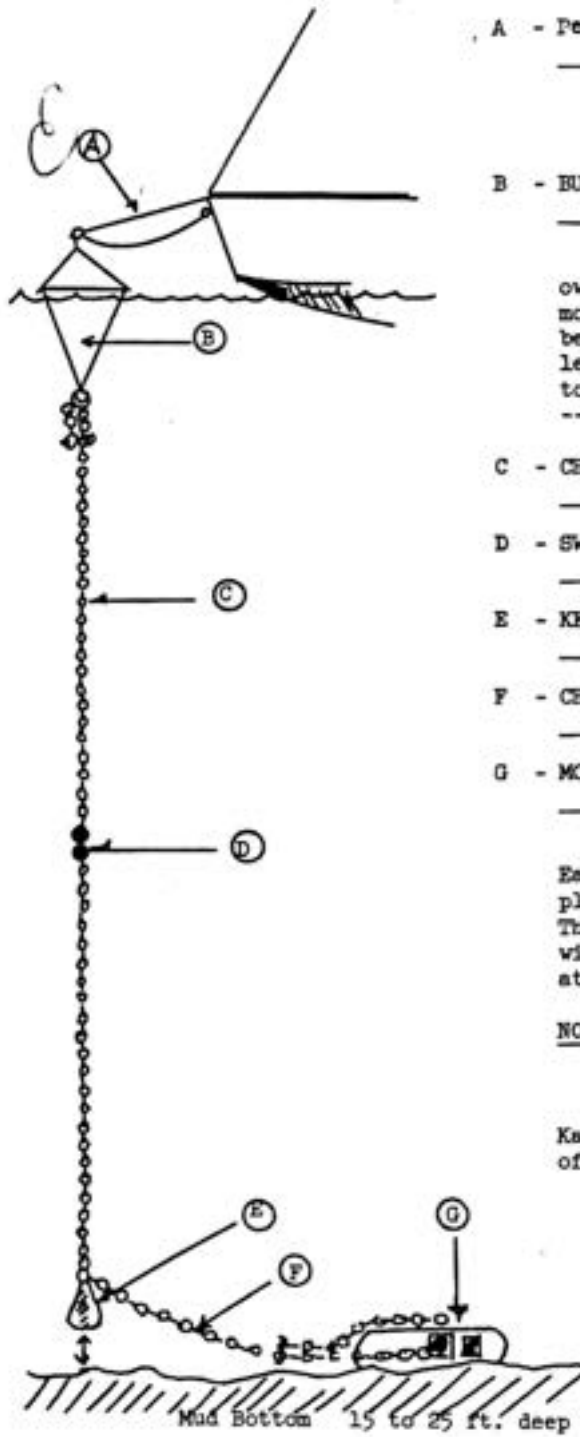
A. J. Baly,  
Executive Officer.

per (H. Ozolins)

Mr. Phil Harding,  
430 Charlotte St.,  
London, Ont..

*John Houston 1964 Commodore*

STANDARD FREE - SWINGING MOORING . 1964 .



- A - Pennant : made of at least 3/8" synthetic or 1/2" manilla fiber. Cut length to hold boat 2' from buoy. Suggested a second pennant, as a safety and 6" longer than main pennant. Does not have to be as heavy.
- B - BUOY: Should hold enough buoyance to float weight of kelleet and chain. Build to give also some protection to other boats. Rubber strips on all sharp corners or edges. To have name of owner, boat and phone. Tags will be given with your mooring position. Please attach. The chain should be connected to the buoy with rust-proof bolts not less than 1/4"; this to enable the Harbour Master to adjust the scope of chain during the season. -- See diagrams of buoy constructions by K. Guder.
- C - CHAIN: Welded link - galvanized preferred - wire diameter of 1/4".
- D - SWIVEL: Weak spot in chain if proper chain-links are not used. Wire jobs will not be allowed.
- E - KELLEET: Should not be less than 10 lbs. not more than 25 lbs.
- F - CHAIN: 6 to 8 feet long. Not lighter than chain C.
- G - MOORING: Minimum weight of 75 lbs. suggested 150 lbs. Mower wheel, motor block etc., must not have sharp edges or points.

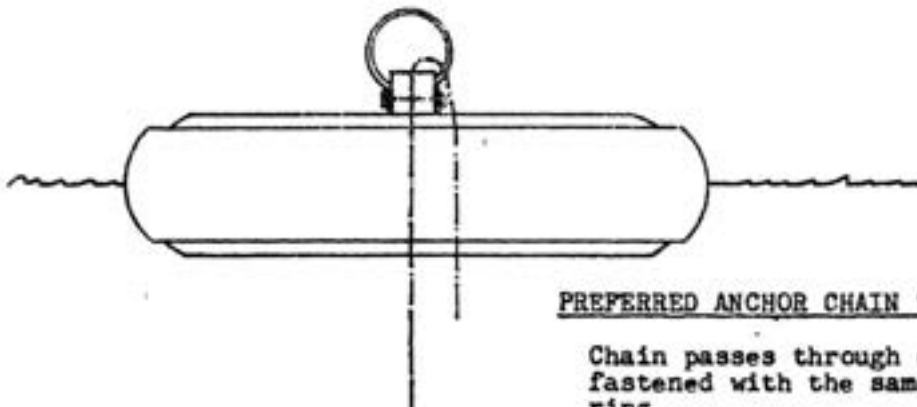
Each season, because of the club's permanent mooring plans, the moorings will be used by different boats. Therefore, all moorings constructed with cement will be rejected. Proper moorings can be obtained at a scrap-yard for less than \$5.00.

NOTICE: Proper links or weldings have to be used on all connections to kelleet, mooring and swivel. No welding to buoy.

Karl Guder, Harbour Master will be fully in charge of moorings. For information call either:

Karl Guder                      Rene Verleyen  
451-2596                          451-8074

Fleet Captain - Rene Verleyen

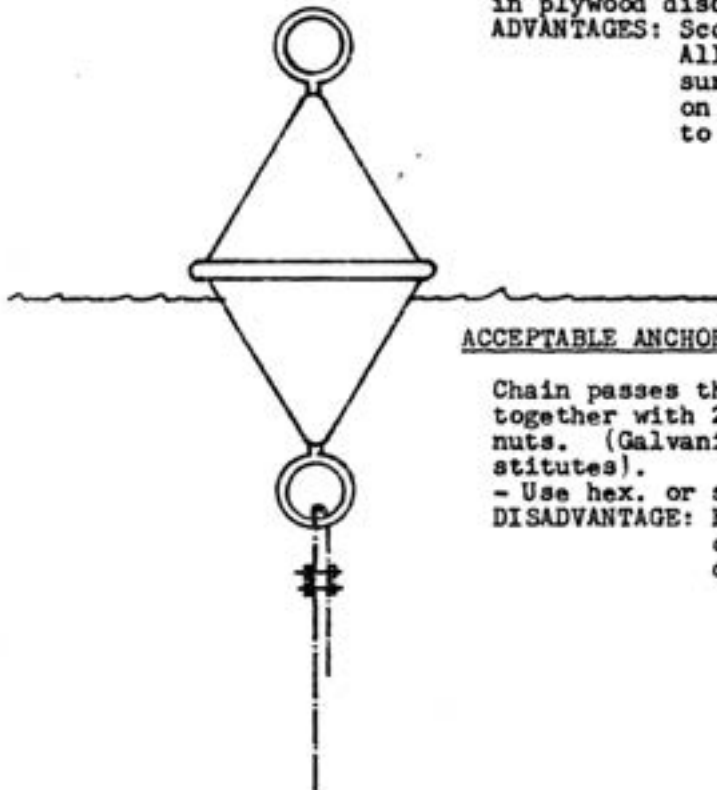


PREFERRED ANCHOR CHAIN TO BUOY CONNECTION

Chain passes through centre pipe and is fastened with the same bolt as is mooring ring.

Excess chain is passed through separate holes in plywood discs.

ADVANTAGES: Scope easily adjustable.  
All connections above water surface. Buoy remains floating on surface when adjustments have to be made.



ACCEPTABLE ANCHORCHAIN TO BUOY CONNECTION

Chain passes through lower ring and is bolted together with 2 brass machine bolts and double nuts. (Galvanized bolts may be used as substitutes).

- Use hex. or square head bolts and nuts -  
DISADVANTAGE: Buoy must generally be lifted out before chain adjustments can be made.

More and more moorings will be "Permanent" in future and merely the buoys will have to be taken out in the fall. For this reason it is essential that anchorchain to buoy connections are somewhat standardized, as it must be possible to connect any one of the buoys to any one of the "Permanent" anchor chains.

**1965** February "FAN-TALE" was the first newsletter.

- In it was an article stating that *Membership Fees AND Mooring Fees will be collected by the Membership Chairman, who will inform the Harbour Master.* Previously members had to deal with UTRCA separately to pay the mooring fees.
- The April FAN-TALE mentioned a new idea - a "*Center Board Cruising Club*". Herman Goldt tried to organize vacation cruise in Georgian Bay area.
- From the April and Summer FAN-TALE: The Fleet Captain's Reports carried very important news:

*In the books - 600' of permanent docks to extend southward from stair in front of clubhouse, construction to start in the fall. Maybe sooner. UTRCA will be lowering the lake level in October thus curtailing our season somewhat. The permanent docks will consist of steel sheet piling with earth backfill.*

- *Allocated for FYC use - North portion of camp site area south of the launching ramp.*



John & Angela Wellman take the pause that refreshes in the foreground while Phil Harding works his way out of a deck-holing melee on the approach to the finish line in the June bug Regatta.

- **First Pumpkin Regatta** October 9, 10 and 11

# Upper Thames River Conservation Authority

Incorporated 1947 under the Conservation Authorities Act 1946

Chairman:  
N. A. BRADFORD

Vice-Chairman:  
ROBERT RUDY



Dial 451-2800

Director of Operations:  
R. D. McCALL

Secretary-Treasurer:  
G. W. KELLY

Fanshawe Dam,  
E.R. No. 6,  
LONDON, Ont.

Please Quote File No.

July 29, 1966.

## TO ALL FANSHAWE YACHT CLUB MEMBERS

A recent check through the Mooring Area showed several boats without the official sticker showing that the 1966 Launching Fee has been paid.

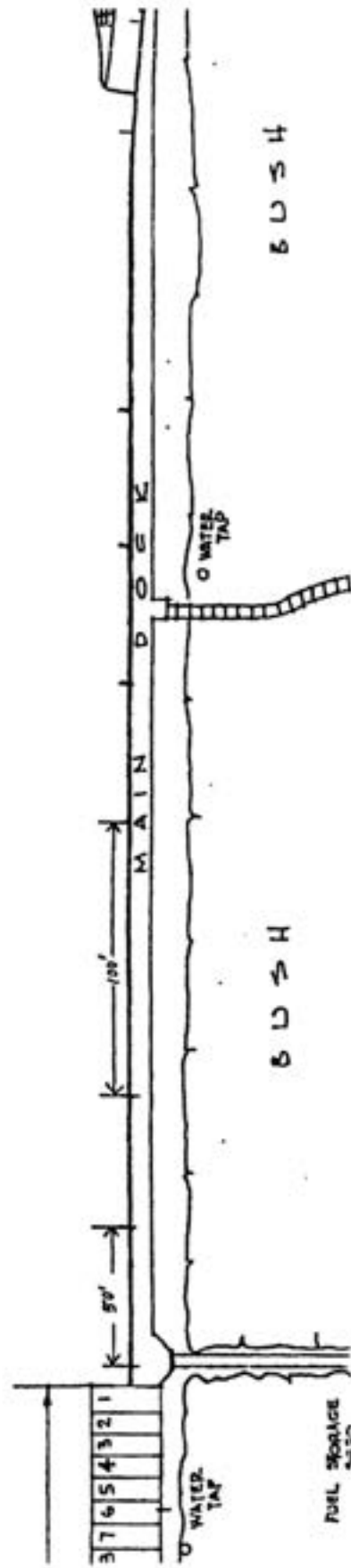
When the next check is made, any boat without the proper sticker, which should be on the transom, will be chained and padlocked to its mooring and not released until a proper receipt is obtained from the main office on the Dam.

I would like to once again ask all members to drive slowly through the Trailer Camp. Don't let your speed be the cause of a serious accident.

Yours truly,

RMB/h

R. H. Bishop,  
Park Superintendent.



**1966 Permanent dock.** January FAN-TALE: *Permanent docking has been installed from the launching ramp to about 500 ft. northwards. This new dock has steel facing and is about 12 ft. wide. Save up your old tires. A need for these will be apparent once the Fleet Capt. gets a good look at the top side smashing potential of this dock. Also needed come this spring will be a good hefty working party with half inch drills to bore the holes in the steel to fasten tires and ring bolts for tie-up of boats.*

- In January a "Sailing Development Committee" was formed to encourage racing.

From January Notice to Members: *As you may or may not know, a committee has been formed whose function it is to focus its attention on the development of sailing and particularly racing. Of particular concern to this committee are ways and means which might assist new members especially, in integrating their sailing into the many activities your Club can provide.*

*Fanshawe Lake, being a small land-locked body of water, although exclusively reserved for sailing craft, if we ignore the occasional rowing regatta and the rental canoes, does not lend itself to all brands of sailing. Cruising, overnight trips, etc., are the things one to get tired of if done out of FYC, and this results in members leaving for bluer waters or giving up sailing altogether.*

*Not so with racing. We have been told by those who have joined us after having been sailors elsewhere that Fanshawe is an ideal racing Club, while visiting sailors cannot find the words to express their amazement over the beauty of our Lake and its surroundings as well as the challenges it provides for the racing sailor. Fanshawe Lake was its dog-leg shape and its tricky winds make for exciting and satisfying sailing. It's the satisfaction you get out of your sport that makes you come back for more and more, year after year. This is what racing is doing for many, and to do for many more.*

*Why then are about two-thirds of our skippers non-racers? Perhaps it has always been taken for granted that the non-racing sailors are too young, too old, too busy, or too something else. Your Sailing Development Committee refuses to take this attitude. We like to think that most everyone would want to take part in some kind of Club activity. We now believe that it may be the lack of a broad enough program that makes it difficult, if not impossible for many members to actively participate. Here now is your chance to play a part in the programming of FYC activities. Please fill out the attached questionnaire and return as soon as possible in the enclosed, self addressed, postage free envelope.*

*Your answers and wishes will be tabulated and evaluated. Once this is done and suitable programs have been devised, we shall ask for a general meeting to be called, at which time the Committee will beg for your approval.*

*Do yourself a favor, play an active part in your Club's affairs.*

March 17, 1966 the Rear Commodore wrote for information about a 'Carbide Cannon' "which I believe would be quite suitable for starting our yacht club races".  
 "Probably we would be most interested in the 25" model."

- A new initiative was Wednesday Night "Fun" Racing held June 1 - 27

Membership cost was now \$15 for a Full Member, with Initiation Fee of \$5 and a Launching Fee of \$25



**\$4.95**  
**Carbide Cannons**

**Big Boom!** Loud! Sounds like dynamite blast! Brilliant flash! Mighty roar echoes for blocks. July 4th noisemaker, New Year celebrations, starting gun. No recoil. Safe. Hundreds of shots for few cents. Uses carbide. Fast firing. Attractive, rugged heavy cast iron. Money back guarantee.  
 9" Field Cannon \$4.95 postpaid. (illustrated)  
 Extra Loud 17" Modern Field Cannon \$9.50.  
 Mammoth 25" Field Cannon \$13.95.  
 Ammunition 45c tube (500 shots); 3 tubes \$1.25 postpaid.  
 JOHNSON SMITH CO., DEPT. 424, DETROIT 7, MICH.

12/5/63

**1967** The Notice for the General Meeting for February 1st, 1967, stated the meeting purpose:  
*Discussion of the Proposed New Shelter for Fanshawe Yacht Club*  
 At the last General meeting, it was unanimously decided that the 'Chalet Committee' composed of Jack Wicks, Bill Smith, George Foster and Don Dynes, be encouraged to continue their investigation into this matter.

- Reasons cited for constructing the new Clubhouse were:
- 1) the skyrocketing cost of erecting the June Bug Tent for a couple of days (at present \$80 - \$100).
  - 2) need shelter from rain, sun, etc., throughout the sailing season from May to October.
  - 3) with some future additions the Clubhouse could be used for winter boat storage.
  - 4) it is generally recognized that the present crowded Clubhouse is unsuitable and in a state of disrepair.

The committee is expected to report on the following various aspects of the new shelter:

- a) Size and Price
- 36 feet by 70 feet costing \$3370
  - 32 feet by 48 feet costing \$2165
- The latter picnic shelter would have 2520 square feet compared to 1920 square feet in the June Bug Tent.

b) Structure and Plans

- treated pine poles - wading pool
- asphalt shingles - rustic siding on the gable ends
- possibility of adding a partition for a porch (\$450 extra)

c) New Location of Clubhouse Shelter

- S. E. of present Clubhouse
- consideration of view and proximity to permanent dock

*The executive hopes to hear your opinions on this most important matter. Approval to proceed with these expenditures will be solicited at the General Meeting.*

Minutes of February 1 General Meeting: Vice Commodore's report reviewed the two options under consideration, shelter or clubhouse. *The Treasurer commented that the pole barn (shelter) is within the means of the club where the more expensive club-house would have to be financed.*

*Moved that the shelter cost would not exceed \$3500. An amendment ..... that the initial cost for the 32 x 48 ft. would not go over \$2500. Carried.*

A shelter it was, the less expensive option.

1967  
**New Shelter:** Quoted from Notice of General Meeting Wednesday April 12<sup>th</sup>: *Good news! **Work commenced on our yacht club chalet on April 4. It should be ready for the opening of the sailing season.***

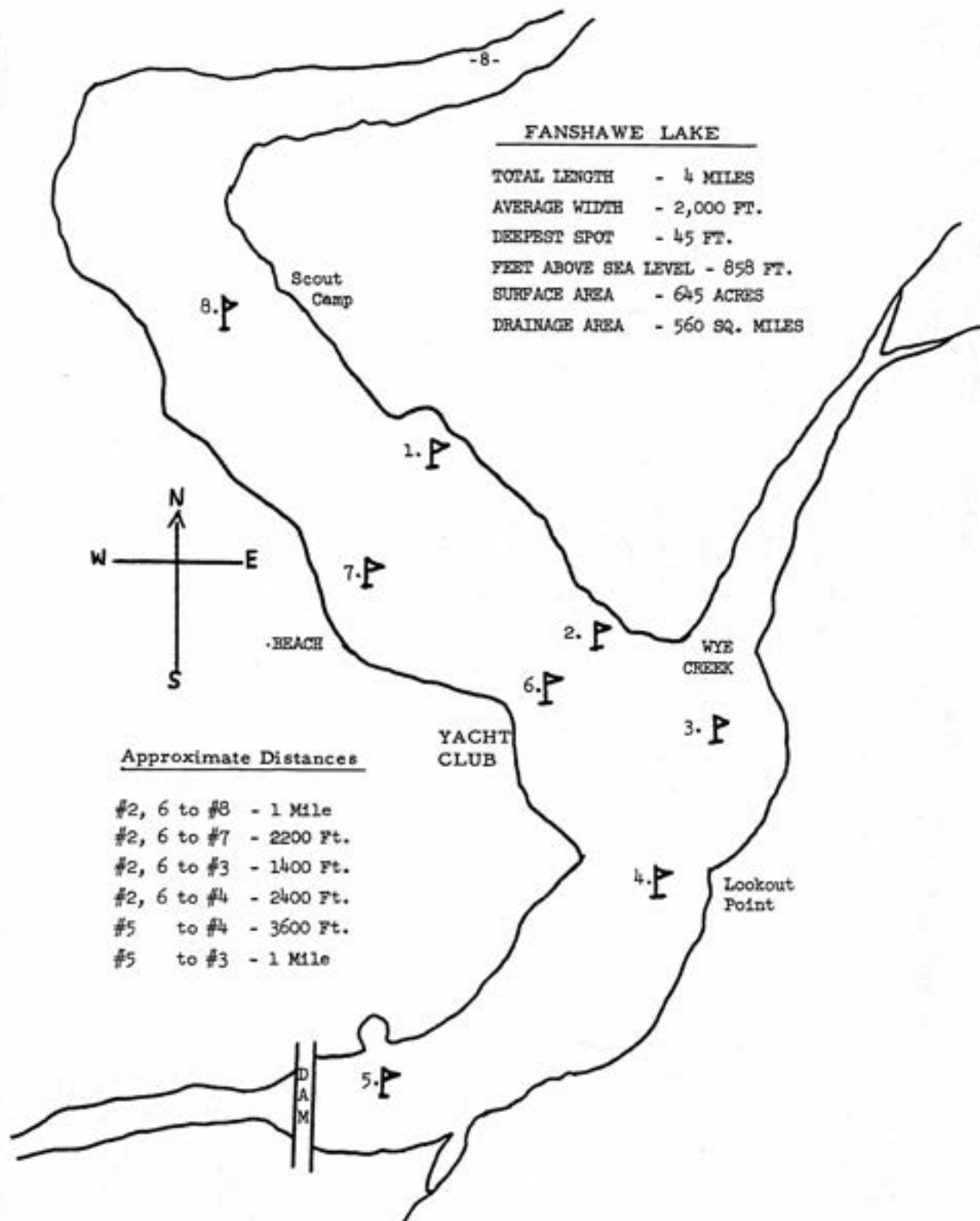
The London Free Press wrote about the strong winds at the Commodore's Cup Regatta.

The headline: **Yacht club opening marred by high winds**

*The sailing season officially opened at Fanshawe Yacht Club on the weekend but there were more swimmers than sailors in Monday's races for the Commodore's Cup.*

*Strong northerly winds at 20-30 miles an hour played havoc with the 30 entries. About 29 yachts were knocked over Monday causing one veteran sailor to comment it was the worst weather he had ever seen on Fanshawe. Even the heaviest boats were planeing.....*

The map on page 8 of the 1967 Roster shows the racing marks as they were numbered at that time and the approximate distances between them.



Racing was very important - this schedule is from the Roster.

Major Events - 1967

REGATTAS

Commodore's Cup	- May 21, 22	- Chairman Art Rodgers
JUNE BUG	- June 10, 11	- Chairman Hasso Grasmuck
Club Championship	- Sept. 2, 3, 4	- Chairman Cliff Wingrove
Pumpkin Regatta	- Oct. 7, 8, 9	- Chairman Derek Innes

ANNUAL BANQUET

November 4th - Ivanhoe Curling Club

SERIES RACING \*

Series A (Sat.)	- 8 Races	begin May 27
Series B (Sun.)	- 8 Races	begin May 28
Series C (Sun.)	- 8 Races	begin July 30
Series D (Sat.)	- will be run if there is enough interest	
Informal Wednesday Evening Races	- begin May 24.	

\*Starting Times

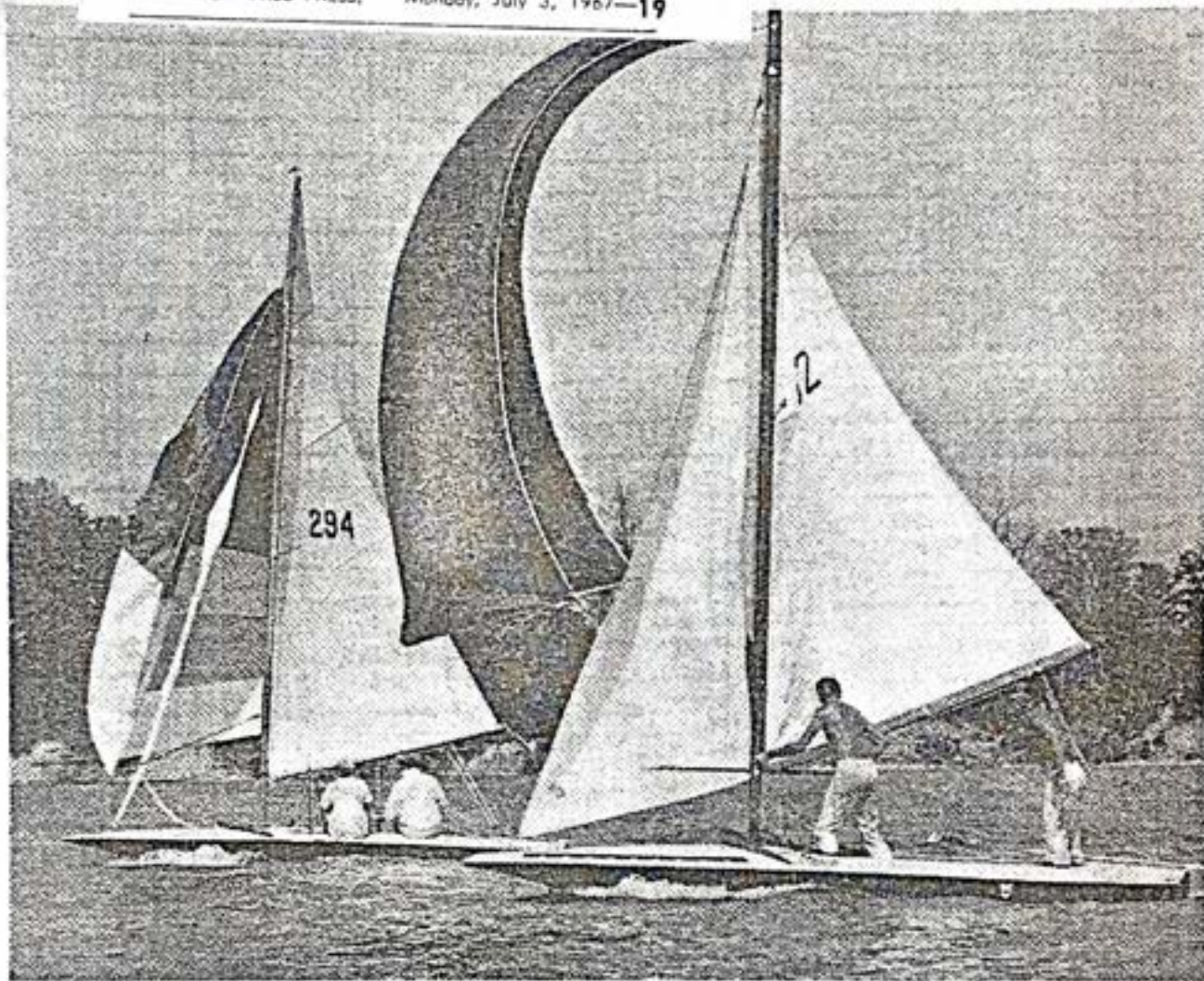
Sunday Races	2:30	( start in fleets )
Saturday Races	3:00	( all start at once )
Wednesday Evening	7:00	( all start at once )

(Further Information on the Series Racing will be found in the Sailing Instructions).

SAILING DEVELOPMENT PROGRAM

There will also be 4 Special Programs on Sailing Development. These Races, starting at 6:30 p.m. Saturday evenings, will be held on June 3, 17, 24 and July 1.

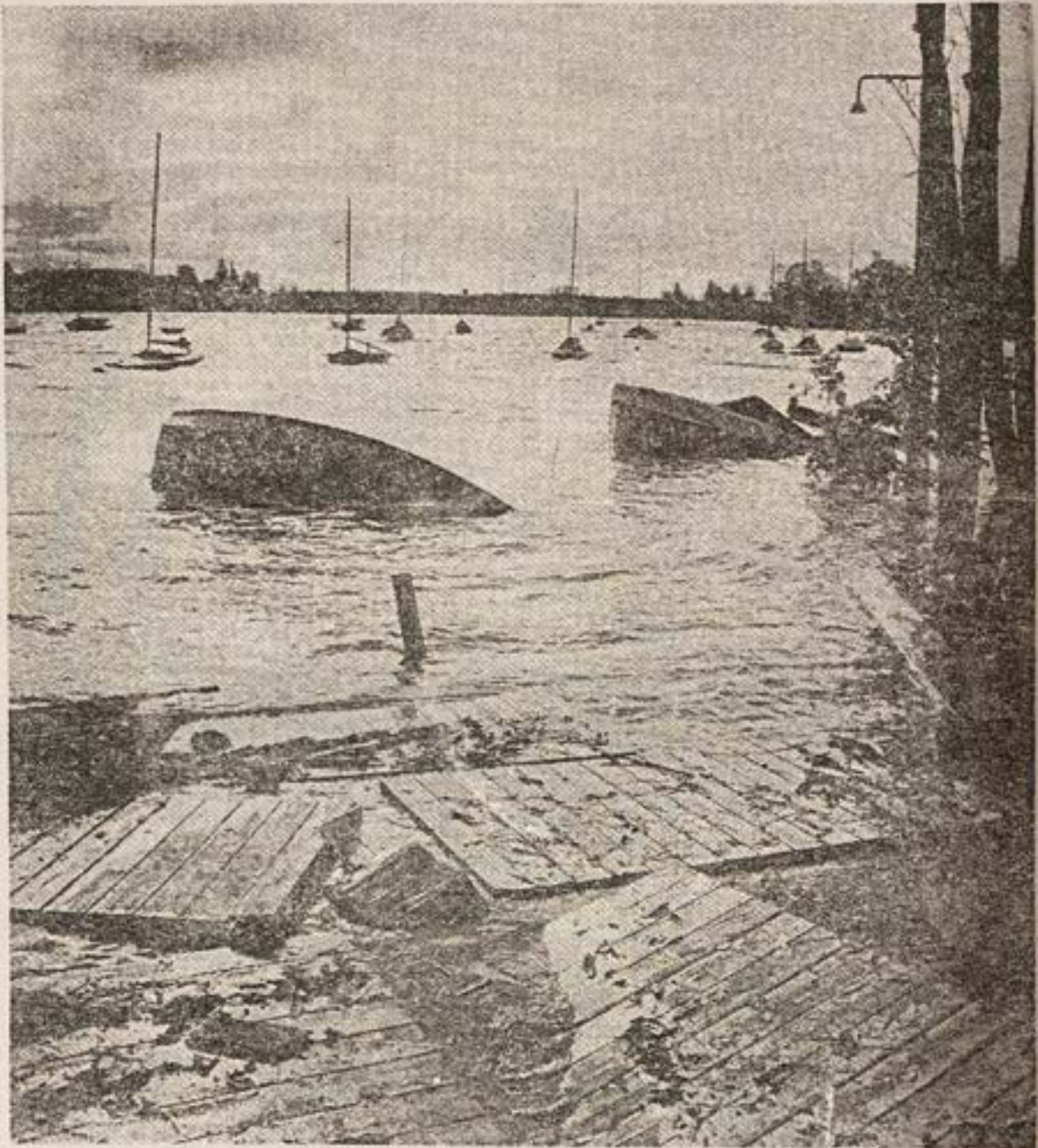
Any newcomers or interested people will go out as crew for the purpose of learning rules, tactics, and sailing theory. It is possible to participate in actual race situations. For those interested, there will be registration forms available in the Club-house.



With spinakers full, Tanker Jones, right, and Wolfgang Paul of London battle it out in strong winds on leeward leg of the second race in the Ontario

Y Flyer sailing championships at Fanshawe Lake Saturday. Jones held on to the narrow lead to win.

In the early 1960's there was an attempt to start a 'Junior Sailing Squadron'. There is no mention of it after 1967. For more information see Appendix pages 81-84.



Capsized and partially submerged boats wallow at their moorings in swollen Fanshawe Lake. They are

—By Don Jones of The Free Press  
victims of rising water due to recent heavy rains and winds, which last night registered up to 40 m.p.h.

**1968** **New ramp:** From the Secretary's Desk February 1969: *A new launching ramp has been constructed at the extreme south end of the F.Y.C. property. This wide ramp with its shorter approaches should accommodate 2 cars (3 Volkswagens) and their trailers for simultaneous launchings.*

**1969** From Apr 9 General Meeting to discuss the future of the Chalet:

There appear to be 3 options: A) Keep it as primarily a picnic shelter

B) Modify it to include washrooms, kitchen outlets, and locker

C) Think in terms of this chalet as being the first step in an eventual permanent clubhouse .....

- For this spring, we must commit ourselves for (a) tarring or cementing the chalet floor and (b) perhaps erecting a 4 ft. permanent wall with shutters above it. (Phase 1)

### THE FANSHAWE YACHT CLUB CHALET

- 1969 -

In the early days of our club there were sufficient shade trees along the edge of the hill to provide shelter for picnic lunches and for the non-sailors to rest and play while the rest of us were out sailing. As the club grew we began to run out of shade and picnic places and grass. Several years ago some basic changes were made, with the old parking lot being made into the present lawn. A number of potential shade trees were planted and no doubt in 20 years or so they will provide excellent shade for the space oriented sailors of the future.

To solve our more immediate needs we decided to build the chalet as a protected area for non-sailors on fine days and for all of us while we are waiting for the wind to start, or the rain to stop, or to have a community lunch or just to stand around and match hard luck stories.

It was designed to provide the maximum protection at the minimum cost since we did not want to be tied down with the expenses or the even greater responsibility of an elaborate clubhouse. And if we had a luxury clubhouse with comfortable chairs and a warm fire and left all this and went sailing, everyone would know we were crazy, whereas with our semi-outdoors chalet we become rugged out-doorsmen, who enjoy a battle with elements (and if our families know the truth, they won't talk).

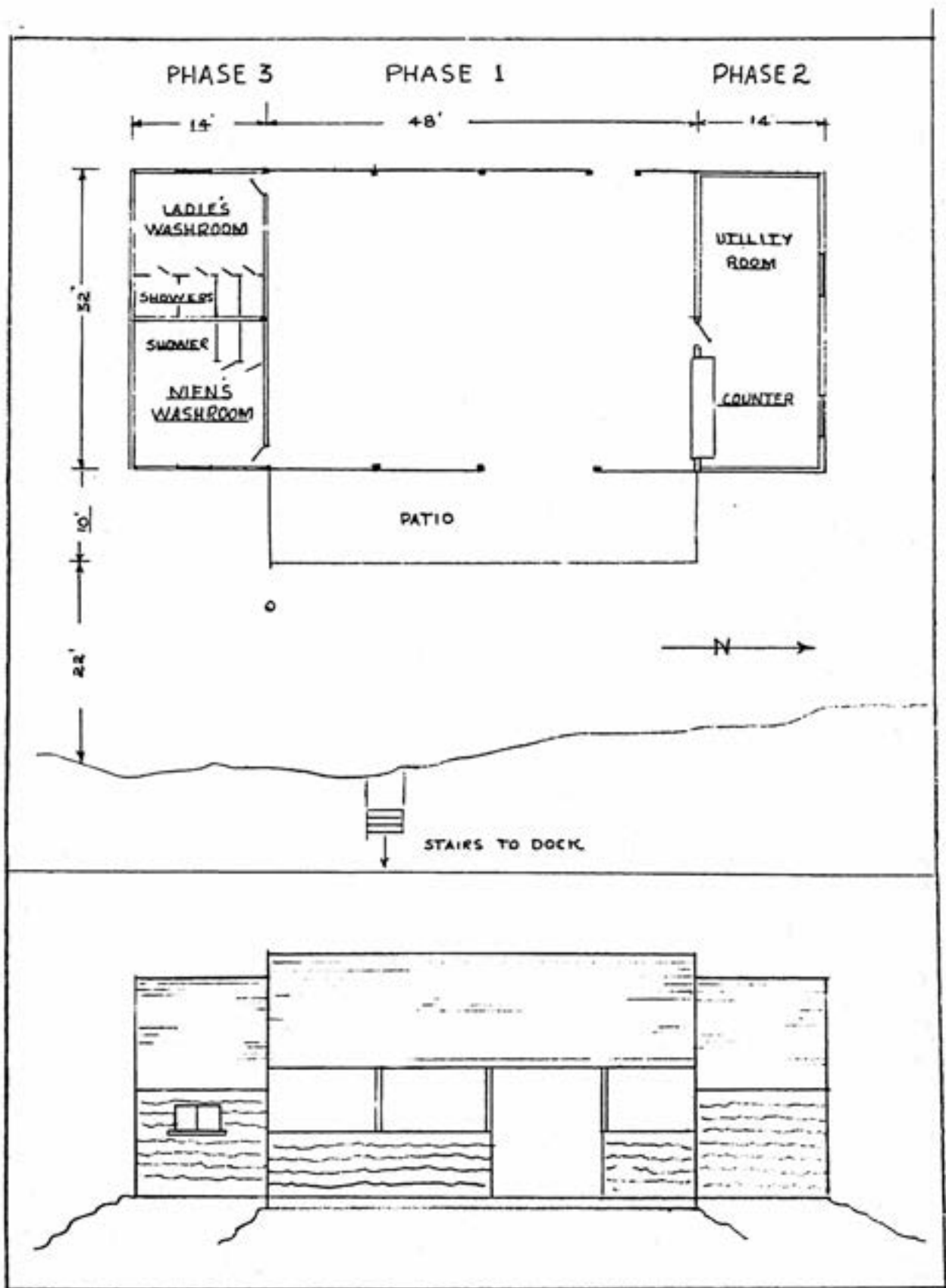
When the chalet was planned, we had given considerable thought as to our basic needs and how these could be met in easy stages as funds became available. It was decided that this program could be advanced in three phases each of which would extend our facilities and could be fitted into the future plans of the Upper Thames River Conservation Authority. The two sketches illustrate our plans for future additions to the present structure which represents part of phase 1 of our program.

To complete phase 1, we plan to provide a concrete floor under the present structure and to add some fill as a base for future extensions.

Phase 2 will consist of a utility room to be added on the north end. This will be a completely enclosed room 14 by 32 feet with a door and a counter with a drop cover. It will provide a locked area for equipment and supplies and a kitchen area for preparing lunches.

Our present clubhouse is somewhat limited in size and we have had discussions with the Authority regarding the limited toilet facilities. As a replacement for this we plan phase 3 which consists of a 14 by 32 feet extension on the south end. This will be a more expensive addition and will contain two rooms providing mens and ladies toilets and showers with considerably more change area than the present clubhouse.

This looks like a three or four year program which can be financed from current revenues without changing the present dues structure.



FYC CHALET 1969

# Y Flyer yachts fight for championship here

By PETE CUNNINGHAM  
of The Free Press

It's been a long time since the "hot rod" with the second-hand Egyptian cotton sails was the scourge of London's Fanshawe Lake.

But Phil Harding hasn't forgotten the first Y Flyer he built in 1954 and the commotion it stirred at the newly formed club.

The easy-going Harding still gets a chuckle when he recalls some of his experiences—like sailing circles around a disbelieving International one skipper—"I won't say who he is."

Harding inspired so much interest with his sloop-rigged, 18-footer that there were eight more on the lake the next year and since then it's grown to the largest Y Flyer fleet in Canada.

It's a credit to Harding that London will hold its first national sailing championship this weekend with the Canadian Y Flyer regatta on Fanshawe.

Harding first saw Y Flyers in action during a TV program from Montreal where the boat was developed—it was designed by an American, Alvin Youngquist of Georgia.

"I had an awful time tracking down plans," Harding recalls.

The first "Y" Harding built—No. 275—is still on Fanshawe Lake, sailed by Ian McKillop of London.

Eight Londoners were impressed with the "Y" and in

1955 Harding advised them on building their own boats.

"That was the worst year of my life," he says with a laugh. "They were coming to my house, all at different times, for different things."

Harding sold his first two "Y's" for \$400—"at cost price just to get things going."

Now a fibreglass Y Flyer, fully equipped, costs around \$2,200 depending on the type of equipment.

In addition to Y Flyers—Harding has lost track of the number—he has built Snipe, Lightning, Sharpie and Fireball classes.

Harding's ingenuity doesn't end with sailboats. He was part owner of a Taylor craft airplane which he and four others flew at the old Lambeth flying field before the Second World War. He shared the Canadian 135 cubic inch power boat championship in 1952 with another Londoner Don Buddo and built a mauch model of Miss Supertest to help her owners work out problems in the hull.

Harding has Peter Hatton of Sault Ste. Marie—one of the original eight—as crew for the championships this weekend. Racing starts at 10 a.m. Saturday and again on Sunday at the same time. Six races will be run with the best five to count. Makeup races will be held Monday if adverse weather forces postponements the first two days.

Chairman Cliff Wingrove of London has 46 entries and expects more. In addition to entries from Montreal, Ottawa, Sudbury, Sault Ste. Marie, Windsor, Toronto, Oshawa and North Bay, entries have been received from Calgary sailors and from an Arvida, Que. sailor Ethan Hollingshead who hauled his boat to Calgary for the championships last summer.

A major sailing championship has evaded Harding and may again this year. Despite a new boat with the best equipment, Harding's order for new sails hasn't arrived from England. Some quick alterations may have to be made in the next 24 hours to accommodate his new sails if they arrive. But it's the kind of awkward situation Harding has a way of coming out on top of.

THE LONDON FREE PRESS, Friday, August 1, 1969—11



PHIL HARDING . . . he started it here

**1970** From February Newsletter: *New Ramp* – This ramp is now 8 feet longer and more level. It should be much easier to use.

- **Moorings:** Executive motion: .....that any latecomers would be assessed a \$2.00 fine for bringing their moorings to the dock after a specified time (in late April).  
.....no more tire-type moorings will be permitted in our lake this season. The can-type and Styrofoam ones are the most satisfactory.
- Used **pontoon barge** was purchased: After a discussion regarding advisability of purchasing, the cost of moving and the cost of modifying the pontoon float currently on Wonderland Side Road, it was moved and seconded that it be purchased at a cost not exceeding \$150.
- **Addition** was added to chalet on north side for a kitchen and storage area. (Phase 2)

Race Hut in 1970



**1971 Chalet:** The inside walls of the kitchen & storage area were completed.

Newsletter: *The big storm:* Sunday evening August 22 ..... 75 - 80 mph winds ..... The tremendous up-draft that occurred as the storm was developing went to the dizzying height of 50,000 ft. Then, of course, the cold air and rain reversed this upward current and it plunged almost vertically toward the ground at 60 – 80 mph. This explains why the yachts were knocked over sideways in every direction.

Only 6 boats left upright

The London Free Press headline August 23:

**Yacht club damage  
set at \$15,000**

The London Free Press continues: *The Fanshawe Yacht Club fleet lay belly up this morning after Sunday night's storm which caused an estimated \$15,000 damage to club sailboats. Only about six of the 140 boats afloat remained upright as 75 m.p.h. winds toppled masts and ripped boats free of the moorings. Several piled up on shore when moorings broke after the boats capsized.*

*.....the storm picked one boat up off its trailer, spun it around, and then sent it skidding down the side of a hill into the lake.*

*The biggest problem facing club members today is freeing masts from the muddy bottom. Some masts, which have torn away from the boats, are being pulled out of the mud with power boats.*

*.....one boat broke free of its mooring, then drifted through the entire fleet hitting a number of other boats in its path. ....one mast was destroyed but most of the boats could be repaired. Several of the boats are without insurance.*

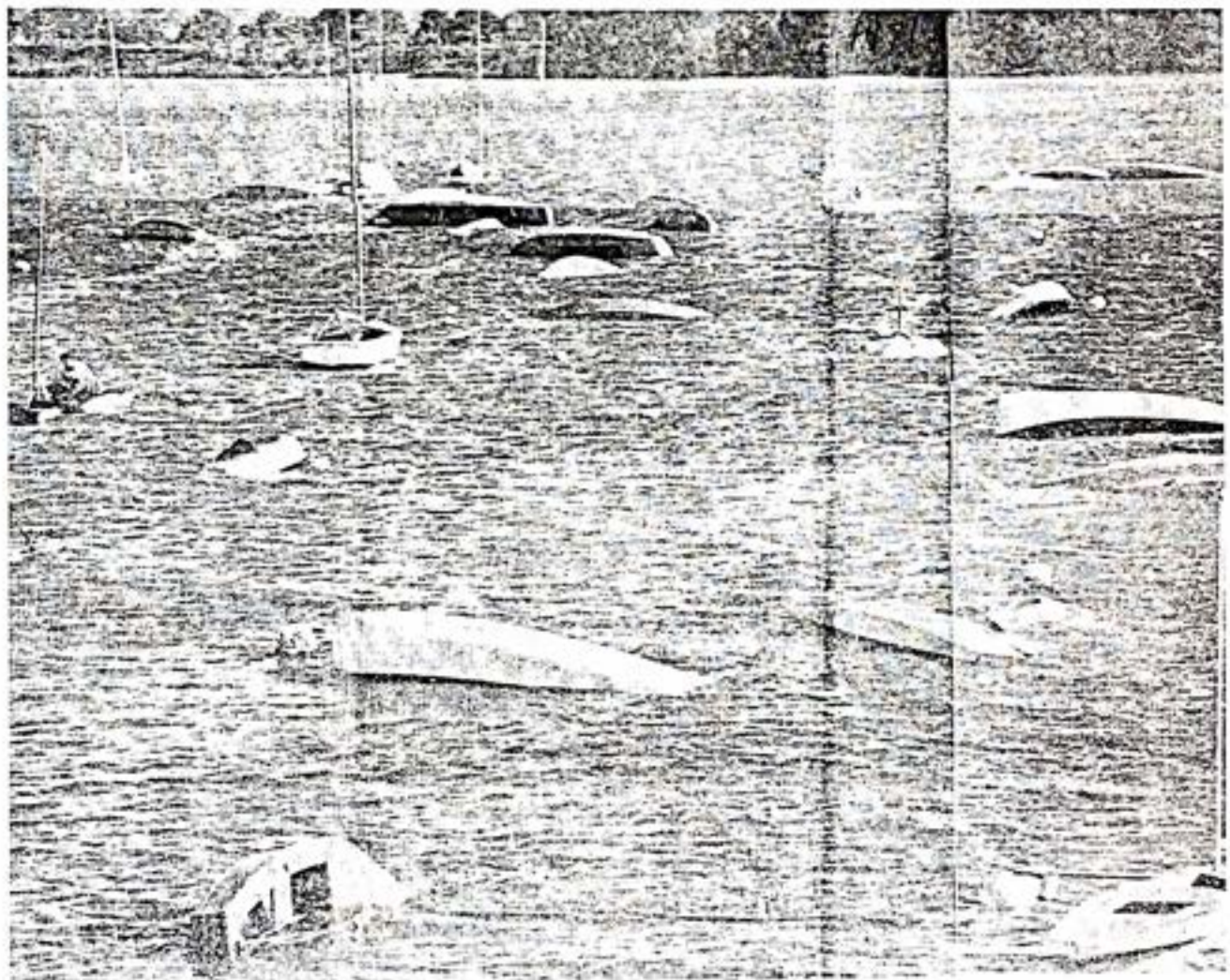


Photo by Ken Smith of The Free Press August 23, 1971

**1972** Plans for a washroom addition were discussed. It was concluded that the cost of installing the large septic system and weeping tile to accommodate showers was too expensive. The other limiting factor was the inadequate water supply. So, there would be *no showers. The facilities must be limited due to the size of the septic tank. Only cold water is planned.* And the kitchen facilities will be restricted to a counter, cold water and stove.

In March plans were submitted to Middlesex Health Board for the septic tank installation.

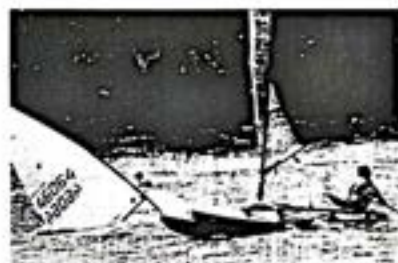
**1973** The washroom addition was constructed. (Phase 3)

The north entrance from the campgrounds to the Club was closed off. Apparently too many people were wandering in. Newsletter: *The UTRCA has closed the club grounds access near the chalet and provided a roadway from the south entrance to the chalet parking area.*

**1974** **The Chalet:** The permanent walls with shutters were completed. Newsletter: *Wooden shutters installed along both sides of chalet that can be opened and closed, the chalet closed in.*

**1976** Chain link security fence installed around perimeter of Club grounds.

**1977** At March 16, 1977 meeting, the Commodore reported on high water conditions of the past week at Fanshawe Lake running at 28 feet above the normal level. .... The floating dock and tripod were found in the lower camping area at the end of the south ramp and water had entered the race hut at 8 inches over the floor and had covered the electric outlets.



July 2<sup>nd</sup> The London Free Press: **Fanshawe race no 'luffing' matter**  
sub headline: **Sailors upset by high winds**

*The toughest task facing participants was keeping their boats right-side-up. Winds gusting up to 36 miles per hour turned Fanshawe Lake into a disaster area – at least as far as sailing was concerned – and a number of competitors found themselves spending much of their racing time trying to get their boats righted after taking an unscheduled dip. "These are rather extreme conditions," said Derek Innes of Fanshawe Yacht Club, who along with many others decided to stay on dry land until the conditions become more favourable.*

Fall Newsletter: **CB Radio:** *A Citizen's Band radio has been installed in the Race House. Coupled with this are the walkie talkies in the Rescue Boats. This should facilitate our rescue operations at major regattas since Rothmans are no longer able to do this valuable service.*

### Racing in 1960's & 1970's:

Racing started the very first summer in 1953 and was important to the Club. In 1961 the "first big regatta", the Ontario Y -Flyer championships, was held in July and the first Annual Club Championship Regatta was Sept. 2-4 the same year. 1964 saw the first Commodore's Cup Regatta and the first June Bug Regatta. In 1965 the first Pumpkin Regatta was held Oct 9-11.

*The Y Class ..... spurred much of the early growth in the club and by the late 60's had about 30 involved at the club. Entering the 70's they were still fairly active locally. Travel exchanges with American Y fleets from the Deep South were common. (Rick Goldt, Dockside Scuttlebutt)*

The 1970 Roster listed these boats:

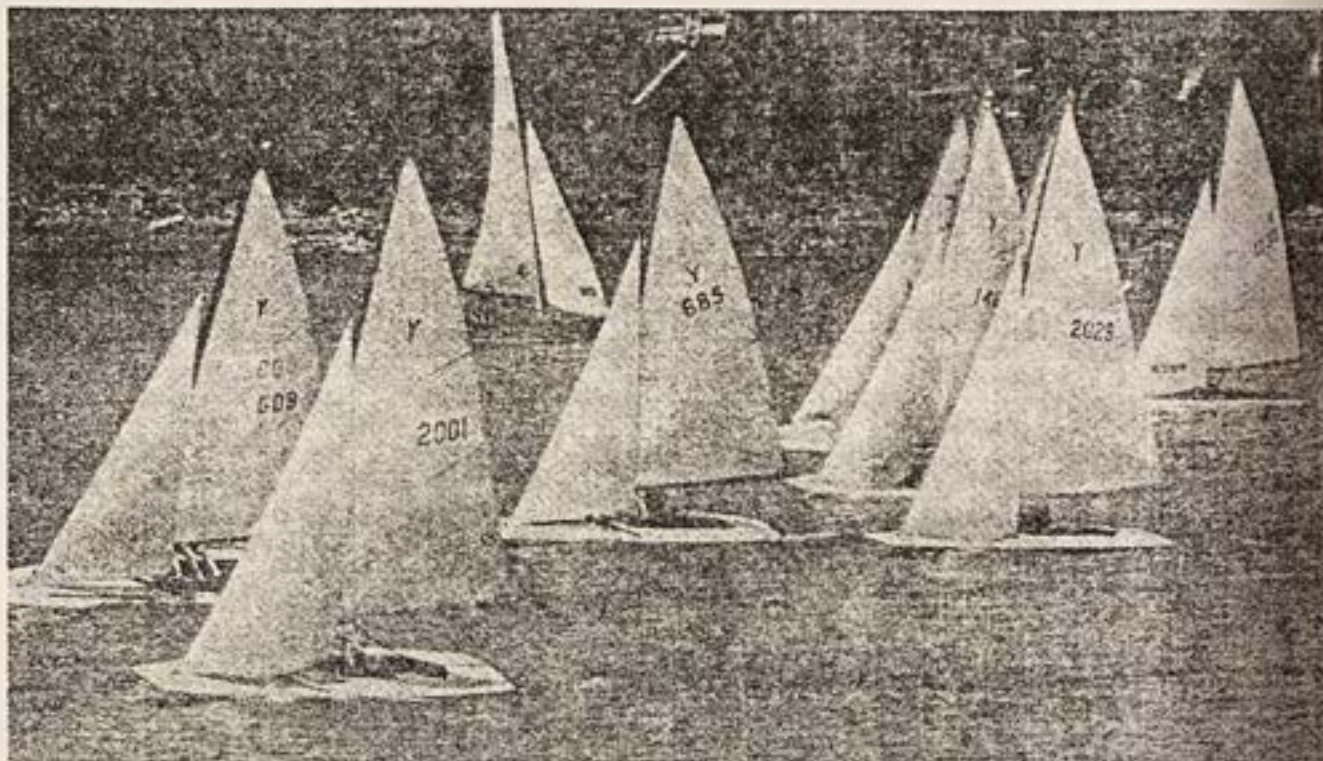
Summary of F.Y.C. Yachts  
(Up to date as of June 24, 1970)

Y-Flyer	37
Albacore*	19
Lightnings	11
Wayfarers**	9
Flying Junior	8
Dolphin	7
Sunfish	6
Flying Scot	5
Fireball	5
Link	5
Day Sailer	3
National One	3
Others	<u>56</u>
Total	174

\* Koma-15 is grouped with Albacores

\*\* CL-16 is grouped with Wayfarers

Early 1960's



By Ernie Lee of The Free Press  
Seven Y Flyers get under way in the first race at the Fanshawe Yacht Club Sunday to open the sailing season. Prior to the races there was a sail past the club commodore, who took the salute on his yacht.

1965 June Bug

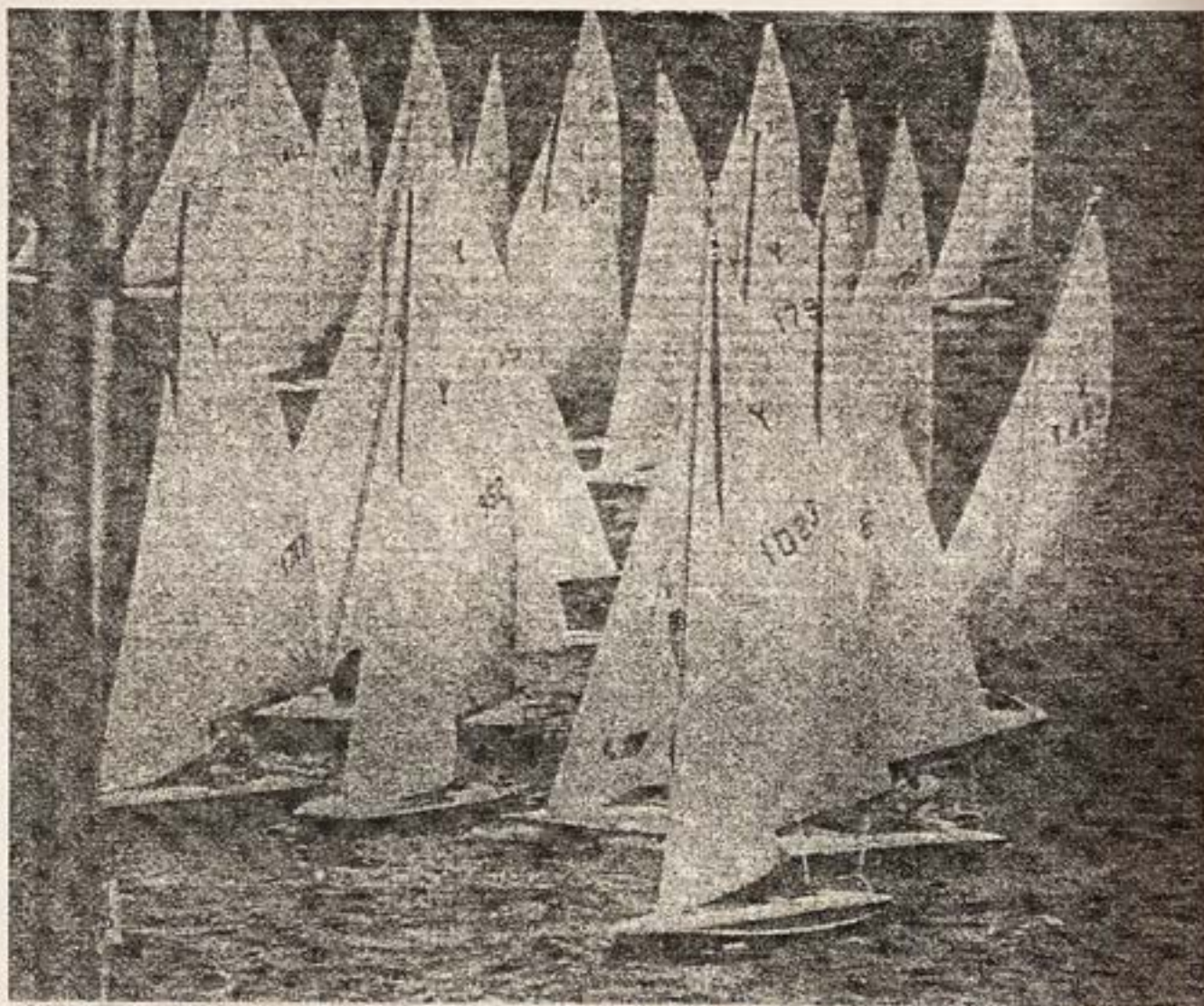


Aug. 18/1965



Mike Roper, 14-year-old crew member from the Edmonton, Alta., Yacht Club hangs far out over the side of a Y-Flyer as skipper Bob Lemieux, 17, beats to windward in yesterday's pre-Centennial Canadian Junior Yacht Championships held on Fanshawe Lake.

—Free Press Photo by Dick Wallace  
shawe Lake. Gary and Lance Nagels, of Pointe Claire, P.Q., head up the rear in Y-906. Three races were held yesterday with two slated for today starting at 10 a.m. and 1 p.m. Fanshawe Yacht Club is the host for the event.



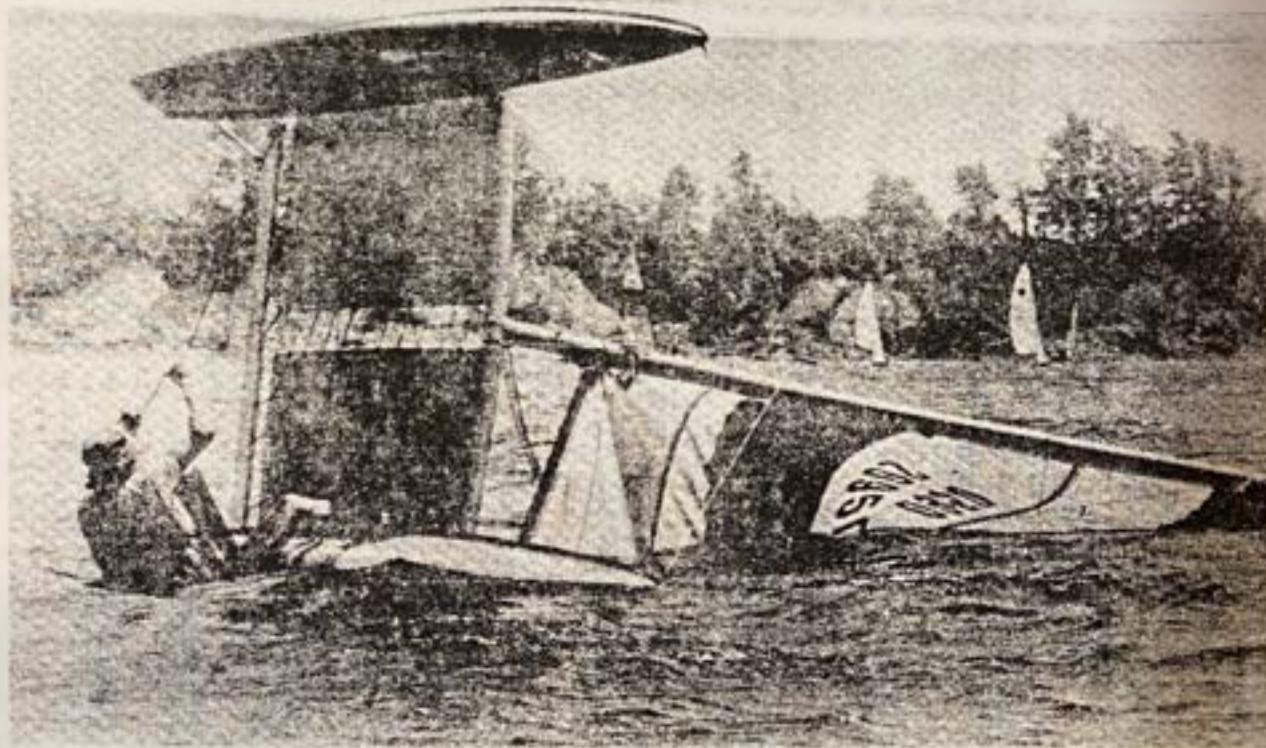
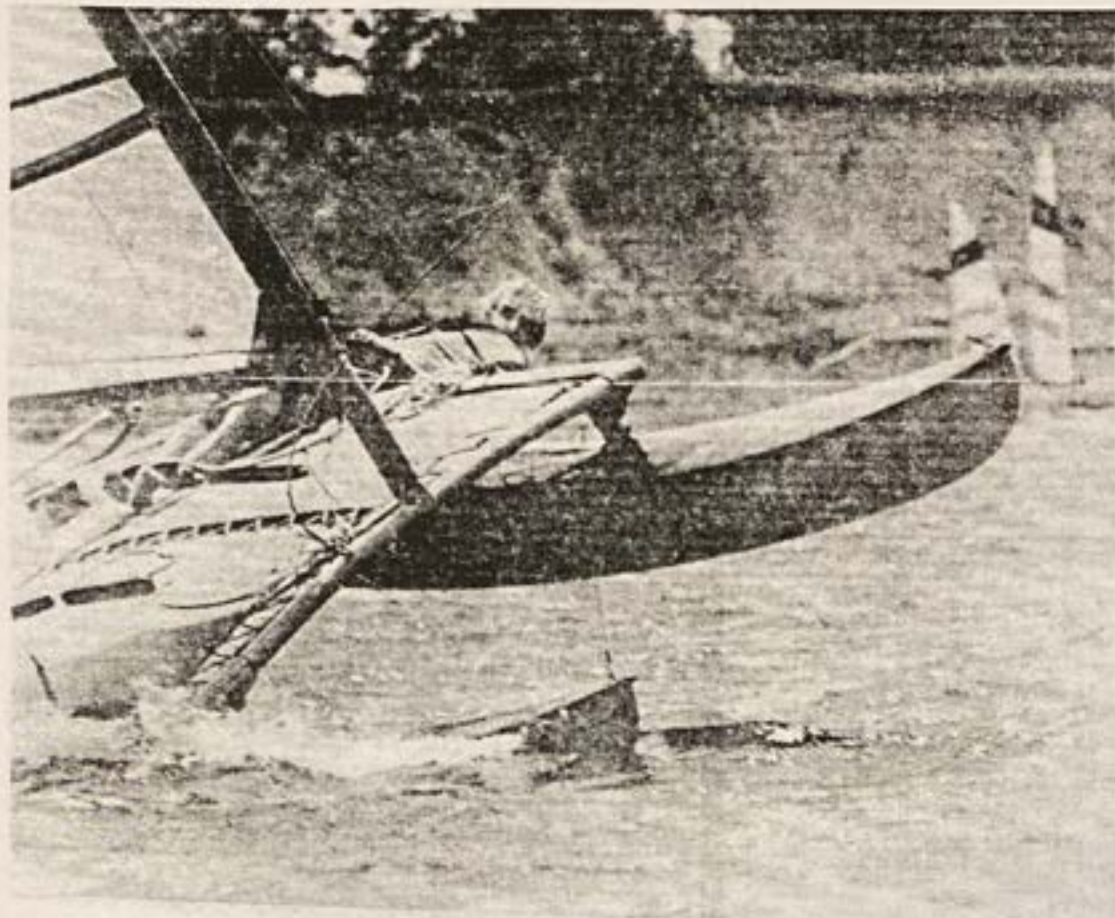
The start of this Canadian "Y" Flyer yacht race resulted in mass confusion as several yachts were on a collision course shortly after the start. About

—By Ernie Lee of The Free Press  
24 craft competed in the six-mile event. The championships, sponsored by the Canadian "Y" Flyer Yacht Racing Association, finished Monday.

The London Free Press wrote: .....the championships drew 47 entries..... John McCamus of London was the only competitor from Western Ontario to place in the top four in either the gold or the red fleet competitions.

McCamus was one of the 32 entries in the red fleet. 15 boats were in the gold fleet races.

1978 June Bug Regatta



Bruce Elliott of London skims over Fanshawe Lake on Sunday in the annual June

Bug Regatta but Rob Reichenfield of St. Marys wasn't so lucky as his Hobie 14

By Bill inside of The Free Press overturned in a gust of wind during the last race of the day.

The Free Press continued:

## June Bug Regatta

# Fanshawe sailor Laser champ

Rick Goldt and Doug McEwan of the Fanshawe Yacht Club finished first and second respectively in the Laser class of the 15th annual Fanshawe June Bug Regatta held Saturday and Sunday.

The annual regatta attracted more than 120 boats competing in several sail-

Malcolm McNair of Sarnia was third.

Brian Price of Gamanogue won the Hobie 11 event, followed by Marjorie Innes and Eric Meyerhoffer, both of London.

Al Shonborn of Toronto was first in the Wayfarer division. All three of

Derwyn Hughes of Toronto third.

In the V-Flyer class, Jan Riezebos was first and Hans Schaffner, both of London, was second. John Houston of Mississauga was third.

Brian Poyntz of Toronto won the 470 class follow-

don and Colin Park of Toronto.

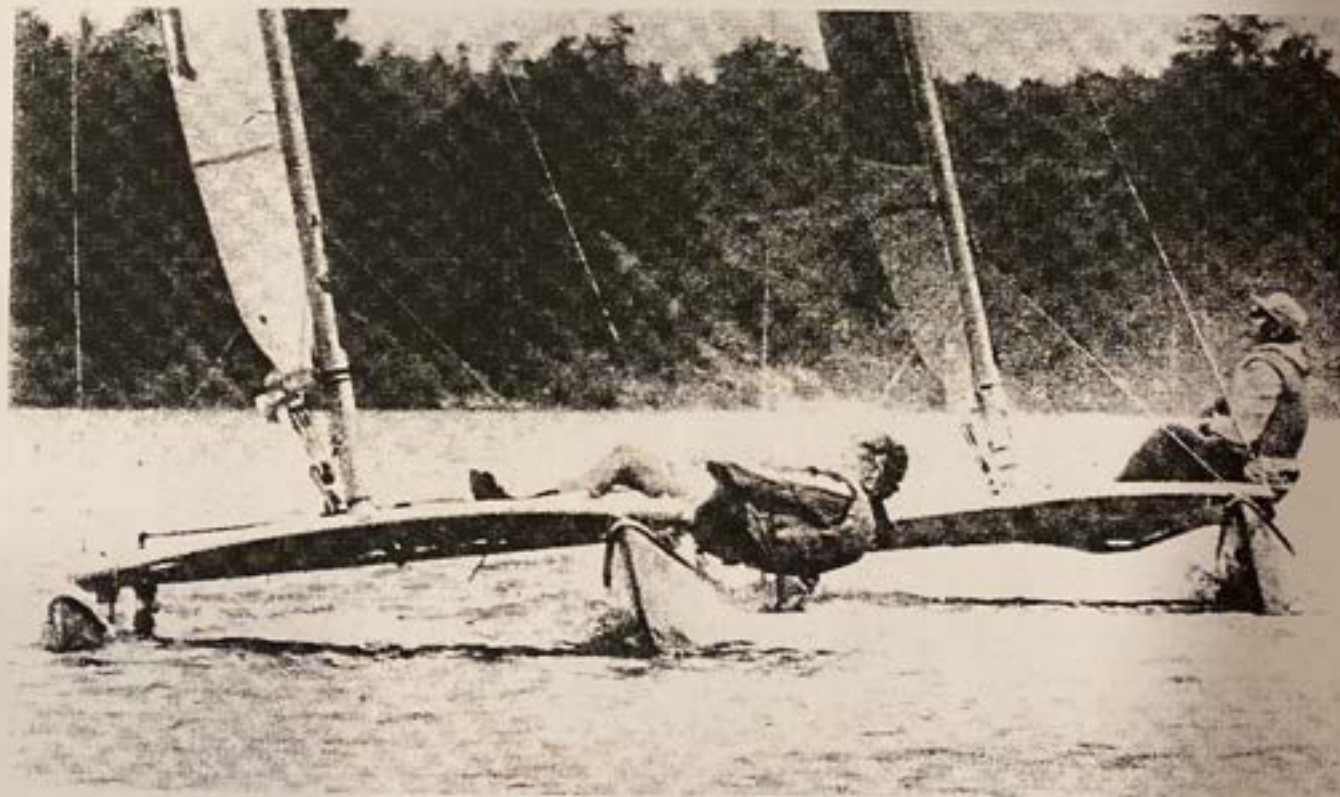
In the Mirror class, Leon Irish of Burlington finished ahead of Jim MacAuley of Toronto with Mike Hick of Oakville third.

George Dietrich of London was first in the open-masthull class. Fred Hart-

ond and Mike Peerless of London third.

London's Bob Inman won the open-multihulls division and Larry Minshall of London won the Lightning class. David Glew of Sarnia was the Albacore winner.

Marjorie & Derek Innes placed one-two in another regatta.



Rick Goldt (Oct 2010 Scuttlebutt) wrote: *Sailing, at the start of the 70's was heading into its prime in Canada. In those years many sailors were fanatical. Building wood boats was still fun. The 70's were good at Fanshawe. The June Bug and Pumpkin regattas grew every year and out of necessity, but maybe because of lack of club space one year it was decided to limit the number of boats to 175 at the Pumpkin. Luckily we hit the number just about on and no one was turned away. Could you imagine that today, although 20 deep rounding a racing mark was a bit much. Can you count the Lasers?*



June Bug 1977

Derek Innes remembers: *It was the hey-day of small boat racing on Fanshawe Lake. We would send out flyers to advertise the Open Regattas and would cut our registrations off at 150 boats. Actually, we would let more enter if we were over that number. Lasers, Y-Flyers, Hobie Cats, Mirrors, Albacores, Lightning's, Flying Scots, 470's, 420's etc. Etc. It was wonderful! People were so keen, that family members not racing would get in their cars and drive to the dam to see who was 1st, 2nd, or 3rd in the various fleets as they rounded #3 (the Damn Mark). (Scuttlebutt)*

Rick Goldt (Oct 2010 Scuttlebutt): *Otto Biskaborn recognized one year that there was only one way we'd get most of those boats down the ramps and ready for the start and he buckled up in his vehicle with a mega coffee and launched all the visiting trailered boats.*

*Some classes took off such as the Laser with about 50 boats at the club by 1977, with half of them regular racers. Families were very involved, with the McEwens, Raes, Dietrichs, Carrolls having stables of boats. Derek and Marj Innes were instrumental in furthering multi-hulls- first the Hobies (H14) and then the import Dart 18.*

*If we had a large membership in the late 70's and 80's Derek was the catalyst and champion of sailing in London.*

The membership peaked in 1976 when the Club had 316 members and 330 boats.

1978 25<sup>th</sup> Anniversary



## FANSHAWE YACHT CLUB

*requests the pleasure of your company  
at the celebration of her*

**SILVER ANNIVERSARY**

*on Sunday, August 20th, 1978 from 2 p.m.*

*at the Fanshawe Yacht Club*

*London, Ontario*

*Dress Informal*

*R.S.V.P.*

Celebration August 20<sup>th</sup>

Memory Lane displays and films

Activities in the water - Condensed series race

Novelty demonstrations

*"Super Sailpast"*

Children's programs

Supper at the Chalet, Cutting of the Birthday Cake and Toasts

Saturday October 21 The London Free Press headline:

### ***Fanshawe Yacht Club's 25 years tacks inland city into limelight***

*.....The Fanshawe Yacht Club has just completed its 25<sup>th</sup> season of activities on the five-kilometer-long (sic) artificial lake on the Thames River above Fanshawe Dam. While the dam and the lake are primarily for flood control purposes, sailors have been making use of the lake nearly as long as it has been in existence.*

*It isn't a vast expanse of blue, but on Fanshawe Lake's waters area sailors have perfected their skills, held national and international competitions and developed a reputation as an expertly run club.*

Continuing from The London Free Press: *The Fanshawe Yacht Club is the largest club on inland water in Ontario and, with 239 boats, it has one of the largest fleets on any body of water - Great Lake or not*

*- in Canada. .... With 25 years of sailing under its belt the*

*Fanshawe Yacht Club has firmly established landlocked London*

*as a hot bed of yachting enthusiasm.*



Such events as the Fanshawe Yacht Club's 25th-anniversary Regatta have introduced London to a new form of recreation, drawing U.S. as well as Canadian visitors.

From UTRCA 1978 pamphlet:



YACHT BASIN, FANSHAWE

At that time the walkway along the dock was narrower than it is today. This original walkway is about 4 feet wide. In the 1980's it was widened to approximately 6 feet wide.

The Club was planning for continued growth as seen in this report.

## Excerpts from 20 Year Forecast Committee Report December 21, 1978

### INTRODUCTION

Since almost the beginning of Fanshawe Park, and certainly since the advent of organized sailing in it, the Executives of Fanshawe Yacht Club have met annually with members of the Upper Thames River Conservation Authority Executive to discuss mutual problems and ways to resolve them. These meetings have always been cordial.

At a meeting in May of this year (Messrs. Victor Postma, Hans Schaffner, and John Rae attending) the Superintendent observed that changing support within the Government financing structure, the recurring need to demonstrate profitable or break-even operations on an annual basis within park services, and the concept of long-range planning employed by current management called for the development of a long-term master plan which was being prepared by Authority management. Mr. Postma asked if the Club Executive would be interested in attempting to describe their needs for this plan. The response was positive. Time was requested to prepare a report.

Nine members representing a broad spectrum of age, sailing experience and club organization backgrounds (a total of 79 years' club participation in all) met, using the following purpose as their guideline:

"Estimate the future growth and needs of Fanshawe Yacht Club and present a 20-year forecast to the Upper Thames River Conservation Authority in December of 1978."

### PROJECTED CLUB GROWTH

In 1976 the Club membership peaked at 316 members and 330 boats. Since 1976, membership has dropped ..... but .....the Club has continued to attract new members. Club growth rates have been projected to parallel increases in the London area population.

TABLE  
GROWTH OF FYC AT I. 8% PER YEAR FOR 20 YEARS

<u>YEAR</u>	<u>NO. OF BOATS</u>	<u>NO. OF MEMBERS</u>
1980	355	315
1985	385	345
1990	425	375
1995	465	410
2000	520	450

### **BOAT STORAGE**

At present (1978), Club facilities handle 313 boats, consisting of 126 on moorings , 60 on parked trailers, 60 lasers in racks, and 68 on home-built shoreline facilities. Expansion within current space limitations will allow for 27 additional boats.

Therefore, the need for expanded storage area is imminent.

The Club's considered desire would be to expand facilities to the south, into the lowland campsites immediately south of the Club. This particular area is especially suited to the hand-launching of land-stored boats. By extending the existing fence line southwards along the camp roadway and providing 120 feet clear width-to the water until it intersects the south shoreline, the Club would displace approximately five unserviced campsites, and could provide immediate storage for up to 80 additional boats, on trailers, with cars. This would provide for projected growth for ten years.

### **CAR PARKING**

Current Club facilities provide parking for approximately 175 cars which now services 290 boats. Parking lot expansion will be required by 1990.

### **TRAFFIC MOVEMENT**

The projected increase in the number of cars will increase the traffic to the Club. Using the existing roads through the campground would generate an undesirable traffic flow, to the detriment of the camping public. It is therefore recommended that an alternative route be established to the Yacht Club. This route could be placed to the north of the campground and south of Pioneer Village. Its entry would be into the north end of the existing upper parking lot. Such a route would give Club members direct access to the main parking area without interfering with campsite traffic. In addition, by segregating the traffic flows, the security of Yacht Club facilities would be improved. In the event that this road was established, the existing Club gate would be removed and fenced shut.

Internal traffic movement would, require widening the road from the main parking area, southerly to the boat parking area.

The Committee also took advantage of the opportunity to look at some immediate and long-term needs for capital and maintenance works for the Yacht Club itself. Projects for which the Yacht Club may look to the Authority for assistance are separated from those that will be undertaken by the Club itself. The recommended timing of implementation of each project is given.

## Excerpts from 20 Year Forecast Committee Report cont'd

### Projects Involving the Upper Thames River Conservation Authority

- Erosion protection for the north shore of the Yacht Club and the campground property recommended in 1979.
- Relieve traffic through campgrounds by construction of a separate entrance road to the Yacht Club recommended 1981 to 1983
- Tree planting for erosion control - west bank of lake, adjacent to mooring and boat storage areas recommended 1979.
- Improvements to newly acquired land at south end recommended 1979 to 1980.

### Projects to be Undertaken by the Yacht Club

In the past, the Club has been assisted by the Authority personnel and equipment in carrying out some heavier maintenance and construction work at very reasonable cost. It is hoped that these arrangements will continue.

- Main dock repairs (new steel angle, hooks, welding, and asphalt repair) recommended 1979.
- Chalet roof - plywood deck repair recommended 1979.
- Arrange to have built 12 to 14 new timber picnic tables for placement in the chalet recommended 1979.
- Repair north launching ramp leading to the south end of the main dock recommended 1979.
- Repair south launching ramp recommended 1979.
- Enclose the ceiling of the chalet - to improve the comfort of the building in cold weather recommended 1980 to 1981.
- Construct windows for the chalet recommended 1980 to 1981.
- Relocate the west entrance to the chalet southward, and construct new entrance enclosure recommended 1981
- Construct new women's washroom and changing room, and enlarge men's changing room recommended 1981
- Install propane supply tank and supply lines to feed heaters for both the large and small chalets recommended 1981.
- Consider plans for a major addition to the existing main chalet or for an entirely separate new building recommended 1981 to 1982.
- Depending upon the decision in item above, relocate the small chalet further northward, and improve the building for all weather accommodation recommended 1982.
- Construct major addition or new chalet recommended 1984-1985.

## TENURE

From the outset, Fanshawe Yacht Club has conformed to the Park policy of holding fees down to allow as many area residents to participate in sailing as possible. By membership fees, work parties and fund-raising activities, the capital and maintenance costs of buildings and facilities have been financed with very tight budgeting and without recourse to public subsidies, grants, loans or capital stock. Over the 25 years between \$80,000 and \$100,000 worth of buildings and facilities have been developed in this way. Both inflation and increased membership have put the cost of improving or replacing facilities beyond the reach of short-term financing.

The fund-raising supporters contacted have indicated the need for evidence of long-term lease. Until now, the Club has had the use of the grounds in return for assuming responsibility for:

- encouraging and supervising sailing activities
- collecting the annual per boat fee and paying it to the Authority
- collecting the annual car fee and remitting same
- maintaining park standards on the property.

We hope the Authority Executive will provide a long-term lease under the above conditions in order that expanded facilities may be developed under the Club's auspices.

**SUMMARY OF RECOMMENDATIONS** The order of the list is of no consequence.

- Acquire the land area to the south and begin the staged development program.
- Install shoreline protection along the north bluff and arrange tree planting along the top of the slope down to the dock.
- Arrange a lease with the Authority.
- Construct separate Club access apart from campground roads.
- Develop and initiate a systematic maintenance schedule throughout the Club grounds.
- Establish a Capital Works Reserve Fund and use this Fund to finance a phased development program.
- One final item not detailed in this Report is to establish an ongoing safety training program, not only with respect to sailing, but also in use of the Club's rescue boats. As the Club grows, greater emphasis must be placed on the safe and proper use of this equipment.

The 20-Year Forecast Committee: Stephen Hill, Phil Luno, Len Macdougall, Ed Nugent, John Rae, Hans Schaffner, Peter Wilkins, Ron Wilkins and Chairman Cliff Wingrove.

**1979 Capital Fund** was initiated as a result of the 20-year Forecast Committee Report. At March 7 meeting motion was passed *to set aside funds annually to prepare the club for major capital expenditures a few years down the road..... As it is retroactive, it effectively banks any surplus from this year and last.*



Moving the south floating docks



**1980** May Newsletter: *In response to an urgent need for a satisfactory water supply to club facilities, the UTRCA is proceeding with drilling a new well on or near FYC grounds. The immediate use for this well will be mainly to supply the club ..... (FYC) Executive has agreed to cover one-half the expenses.*

**Accounting for the Capital Reserve Fund:** *Your Executive Board .....presents the following:*

<i>Deposits: 1978 to 1980</i>	<i>\$9410.05</i>		
<i>Withdrawals: Ramp and Dock Repairs</i>	<i>\$1565.80</i>	<i>Water Installation</i>	<i>\$3250.00</i>

**1981** **Stairs from the race hut to the beach** were constructed.

From May Newsletter: **New computer listing service.....** *each member is listed with name, address and phone number and a code depicting their voluntary work assignments, type of boat and method of storing each boat at the Club. ....easy access to lists of people for work groups, mooring lists, or boat fleets.*

**1982** Winter Newsletter: *..... some news regarding our business dealings with the Upper Thames River Conservation Authority (UTRCA). For the first time FYC has been required to sign a lease (1 year) with UTRCA. We will now pay annual rent, taxes and other charges for grass cutting within the Yacht Club compound.*

The Executive will produce a **Policy Manual**. *This will be a binder to index and detail information needed to run FYC efficiently. For example: listing of Ledger Accounts, printed forms for running regattas, procedures for shutting down in the fall and opening up in the spring, inventory sheets for equipment and materials.*

Fall Newsletter: *..... we are finally putting a ceiling in the main chalet.*

No quorum at November 24 AGM: ..... *the required quorum* ..... *was not in attendance. The Commodore initiated a telephone committee which proceeded to contact all available members by phone to persuade their attendance.* At 8:50 p.m., while waiting for members to arrive, the Fleet Officers presented their reports. Finally there was a quorum at 9:27 p.m.

**1983** September Newsletter: *The boat lift structure designed and contracted by Len Macdougall is obvious in the parking area. Our thanks go out to Spencer Steel for the "fair price" charges to fabricate and place the lift. Please note, however, that the lift does not include slings or boat attachments – such items will be the responsibility of each owner and/or fleet to supply sufficient devices to support their craft.*

- **Dock lights** installed, south ramp improvements
- An additional fee in lieu of volunteering was discussed; members were not in favour.

20<sup>th</sup> year for Scouts Canada sailing school; a reunion was held, "*a dockside frolic*".

**1984** UTRCA allowed 10 motorized fishing boats for one year trial period.

- Arrangements were made with UTRCA for an area near their workshop for **summer empty trailer storage**. Application form will be provided with membership renewal forms.
- Committee formed to discuss concept and feasibility of new clubhouse. Their recommendation was that consideration be given to improve the present building *within our ability to finance ourselves. This could be done in stages on a priority basis. Stage one could be the building of a large all-weather room across the north end. .... Another stage would be improving the present building.....by enclosing it with windows* .....
- **New wooden stairs to the dock**, thanks to Len Macdougall and Rick Goldt.

**1986** **New pontoon barge**, designed by Len Macdougall, was delivered in July and launched August 28.

The old barge had served the Club well for 14–15 years but it had deteriorated to the point that it "*presents a hazardous work platform*". *The launching & retrieval system has been accomplished by dragging the barge with a tractor – which over the years has seriously damaged the pontoons. .... angle irons were welded to the tank bottoms in an attempt to eliminate or reduce abrasive effect - these were "too little too late". ... the*



*method of installation (of closed cell foam urethane) left large openings which allowed water entry which ..... had a deteriorating effect on the foam.*

- Two of the four **floating docks** replaced
- New **stairway at the north end**
- **Roof** over kitchen & main chalet replaced

Record high water September 11: flood crest passed on Friday at 5.2 meters above normal level.

### **1987** First issue of Dockside Scuttlebutt

FYC met with UTRCA and Canadian Amateur Rowing Association (CARA). CARA is developing the London High Performance Centre. The rowers propose to layout a straight-line course 2000 meters long, ..... The lines of floats will be placed at 10 meter intervals and mark three lanes, each 12 meters wide. The floats will be tethered by nylon monofilament line to cables strung along the lanes and hanging 6 feet below the surface of the water. .... It was felt that the 6-foot depth over the cables exceeded the draft of all Club boats.



- At the February meeting it was agreed to **name the new barge** 'Elmer C. Searle'.
- New **rowing tender** (a First Mate 310) was purchased.
- **Clubhouse renovations:** The shutters and plywood in the walls were removed. The main room was enclosed with **full walls**, wood siding on the outside and paneling on the inside, **and** aluminum-framed **windows** with self-contained screens along each side. New doors were installed. Washroom renovations included counters, lighting and mirrors.
- A gabion wall between the north and south ramps was considered, and rejected. *Discussion ..... questioned the wisdom of the proposal and doubted the benefits gained.*
- In conjunction with Canada Day celebrations FYC had an **Open House** with a sailpast and public boat rides. *"Unfortunately, we were lacking in public."*
- Design work and planning by Len Macdougall, Don Husson & Rick Goldt was started on the Race Committee shelter for the barge.
- Portable gas-driven pump was purchased and *was used on several occasions to pump out swamped boat.*

## 1988

- Installed **water line** to dock and Scout hut.
- **Hot water** piped to washrooms in Clubhouse
- **Removed wall** between Members' Room and main area of Clubhouse
- Purchased **marine VHF radios** for use between the Race Committee and rescue boats
- **Race Committee shelter for the barge** has been completed. From August Scuttlebutt: *The 'maiden voyage' as a Committee Boat pointed out some minor wrinkles to be ironed out, but the overall impression was one of a successful effort .....*

August Scuttlebutt: *Also conspicuous by their absence are the rowing lane markers. Apparently, the system didn't work as well as the salesman said it would .....*

*UTRCA is willing to allow winter storage of boats in the area used for storing the camping trailers. .... some security precautions will be necessary on the boats.*

## 1989 First of many drawings by Art Seager for Dockside Scuttlebutt cover

April Scuttlebutt: *.....our membership at FYC has shrunk slightly over the past few years. Several of us are deeply interested in our pastime and stay with it from year to year, but the Club's numbers vary more with the casual sailor who will shift his interests with the current trend.*

- The last **two floating docks** were built to replace the ones that were fast decaying to wood pulp.
- Couple of **bi-fold doors** installed in entrance to Members Room
- **Storage-locker-trailer** purchased & fitted with lockers for the south end.

December Scuttlebutt: *One note of interest comes from Derek Innes. He reports that Warren Neilson's boat was hit by a golf ball in the vicinity of mark 5.*



*April 1989*

## **DOCKSIDE SCUTTLEBUTT**



**1990** Boat display in White Oaks Mall, joint effort with Scouts Canada

- Roof was added to the deck at the race hut. The race hut itself got aluminum eaves and soffits. *"..... but now the pesky critters that started the whole project were apparently trying to remove the hut roofing."* Steel roofing will need to be put on the hut.
- BOOM program attended by 17 youths.
- Discussion at AGM about allowing motors on the Lake.

**1991** Two **rowing tenders** were built over the winter by Doug MacKenzie, modeled after Phil Harding's design that has been used for years.

- Second mall display effort was in Masonville Mall.
- **Mast-raiser gantry** is in place at the westerly end of the boat hoist frame to assist with raising or lowering the masts of the larger boats. Design and fabrication by Bill Cameron, Otto Biskaborn.
- BOOM program attracted 15 youths to participate.
- Scouts Sailing Camp London hosted the 1991 OSA 13 and under Double-handed Championships. OSA was so impressed with the organization and execution they asked for an encore event in 1992.
- Georgian Bay Cruise, 8 boats

**Main dock problem:** The *"washout hole"* in the main dock was repaired early in the season *using a technique developed by Macdougall/Husson engineering team.*

But the settlement problem continued. August Scuttlebutt: *It is obvious that the dock is continuing to settle, but the puzzling part is that the sheet piles appear to be moving straight down. This is not typical of most sheet pile failures. .... Len and Don are working on ways to further investigate this action to explain the unusual movement. ....Complicating this problem is the fact that the bottom half of the wall is not accessible or visible under water.*

Len and Don prepared a report with recommendations that was presented at the Special General Meeting on October 7. Black Creek Marine Construction replaced the failed section with new piling sheets, connected to the existing wall at both ends, tied back to new anchors and topped with a new cap rail.



**1992** Scouts Canada decided to sell the Sailing Camp London program. A Special General Meeting was called in September to *gauge the support of the Membership in the principle of the Club assuming operation of the sail training program. The end result of the Meeting was that the Members present agreed to continue with discussions and negotiations with Scouts Canada.* A committee was formed to *review the various facts and proposals.*

- *"It has been pointed out that some Members were having campfires in various areas of the Club grounds." A **campfire pit** has been placed at the north end on top of the hill, overlooking the lake. The site was chosen to utilize the view of the lake.*
- Scouts Sailing Camp London again hosted the OSA 13 and under Double-handed Championships.
- Boom program had 30 children attending
- Harry James *rigged a Members hatch at the Sailing Camp Trailer to allow access to the **phone extension** in there. If you need a phone ..... your Club key will unlock the sliding panel .....*
- UTRCA initiated a series of Public Meetings to review their policies and has invited FYC to participate. *The first session focused on listing the issues. The Authority will next set up smaller focus or advisory groups that will study the issues that affect the lake, the land and the operations.* After committees have explored the issues, UTRCA will draft and issue a Master Plan. *A Master Plan for the Park has not been considered since the original blueprint was proposed in 1952. Since that time many things have changed.*
- **No sailing after dusk.** UTRCA explained: *It is a policy of the Authority that day-use activities within the Park and on the reservoir must terminate at dusk. The Club's lease agreement includes a provision that Club activities shall comply with the policies of the Authority and the rules of the Park. The closure at dusk is brought on by concerns for safety and liability of the Authority as owner of the Lake.*

From October Scuttlebutt: *1992 will be known as the season when the water rose slightly, then rose some more, then more again! Tuesday, September 22 ..... An alarm came from UTRCA that the water was rising and would peak on Wednesday morning at about 1.5 meters above normal. What normal? Who knows this year?*

## 1993 40<sup>th</sup> Anniversary

February Scuttlebutt reports that *with all the rain in the last few weeks the water level is so high that half the trailer parking area was under water.*

- UTRCA patrol boat will be stored on their finger dock just north of the south ramp.
- Club's 40<sup>th</sup> Anniversary was celebrated during the Club Championship weekend. 40<sup>th</sup> Anniversary coffee mugs were given out.
- A light was installed on pole at the south ramp. A trencher was used to run the wire along the 550 foot path across the trailer-sailer and down to the top of the ramp.
- Fanshawe Yacht Club Sailing School: At the Special General Meeting in September motions were passed to purchase the Scout Sailing Camp. *The Executive work now moves to finalizing the purchase of the program assets and establishing a new organizational structure to operate the program.* A committee was formed to direct the program.
- Amendments to Constitution and By-laws to allow for Public Relations and Sailing School committees.
- Motion passed *that the responsibility of moorings in all facets be the undertaking of the club. In the past the moorings were the responsibility of members using them ..... this was not successful in many instances.*
- Boat hoist slings were purchased.
- Children's play area was set up.



1994 UTRCA proposal for motors to be allowed on the Lake for one year trial period was voted on and the Motion carried.

- 10 horsepower maximum
- 10 permits each day (no seasonal permits)
- Permitted uses will be for fishing, as a safety feature, on FYC members boats, for rescue craft and for special events on the Lake
- FYC and Sailing School pamphlets were designed and distributed. White Oaks Mall display
- Open House 'Discover Sailing' with sail "rides" and short race featuring some well-known London and area media personalities.
- London City Police will now be patrolling the Lake jointly with UTRCA *to enforce various laws of boating, fishing or drinking ..... and safety regulations.*

*The London Free Press*  
*June 25/94*

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## THE MORNING LINE

**Jack McClatchie, left, and Cliff Wingrove don't let their ages keep them from enjoying the sailing life on Fanshawe Lake three times a week. The octogenarians are members of the Fanshawe Yacht Club, which is profiled in Burt Dowsett's Outdoors column on Page B5.**



SAM McLEOD / The London Free Press

# Veteran sailors agree small boats more fun

### The 40-year-old Fanshawe Yacht Club is holding an open house today.

On a calm June afternoon, two octogenarians are calling on their more than 150 years of sailing experience to find some wind on Fanshawe Lake in London.

Jack McClatchie, 84, and Cliff Wingrove, 85, the first and third commodores, respectively, in the 40-year history of the Fanshawe Yacht Club, know the lake's fickle moods as well as anyone. They've seen it humble the most experienced sailors.

Wingrove remembers the doubts of members of Montreal's Royal St. Lawrence Yacht Club on Lake St. Louis when they first came to Fanshawe in the late 1950s for a Y-flyer regatta.

"They were very doubtful if it would be worth racing on a lake of this size. Anyway, they came up and we had the regatta. We had a real rip-roaring wind and were these guys challenged. They were convinced that it was sure sport sailing on this lake."

"Hey, we're moving Cliff," says McClatchie, as the breeze temporarily picks up and bulges the sails on his 21-foot Sea Pearl.

The two seniors have been friends for 40 years, ever since the day Wingrove left his business card on McClatchie's mast asking if he would be interested in renting his boat to a competent sailor.

"I phoned him and said 'No, I'm not interested in renting but come out and sail with me.' We've been sailing together ever



**BURT DOWSETT**

The London Free Press

since."

The two members of the Fanshawe Yacht Club, which is holding an open house today to introduce people to sailing, have long had their own boats, but sail together, crewing for each other.

McClatchie has been sailing since he was 14 and rigged canoes to sail the Ottawa River and the Rideau system.

"The trip from Ottawa to Kingston (on the Rideau) — all the kids did it in those days. If we had a couple of weeks we'd get a bunch together and put two to a canoe and away we'd go."

Wingrove was two years old when his father, then a member of the National Yacht Club in Toronto, introduced him to sailing in a 14-foot dingy. Then Wingrove bought a boat with friends and sailed it at the area now known as the Beaches, before joining the Queen City Yacht Club on Ward Island in Toronto and helping the commodore crew his 57-foot schooner. Then along with some friends he bought a 43-foot Canada's Cup boat for \$450 in about 1930 and raced it on Lake Ontario.



SAM McLEOD/The London Free Press

Cliff Wingrove, 85, left and long-time sailing buddy Jack McClatchie, 84, the first commodore of the Fanshawe Yacht Club, can be found sailing on Fanshawe Lake most days during the sailing season.

After moving to London, Wingrove teamed with McClatchie and, besides sailing together on Fanshawe, they chartered boats for holidays around North America.

But their first love is still the small boats of Fanshawe.

"People who sail small boats have much more fun," McClatchie says.

"The sensation of sailing is greater, it appears to be going a lot faster. You're close to the water," Wingrove adds.

Both men agree the sport keeps them young.

"It (sailing) provides a state of serenity,"

Wingrove says. "You're one with nature. In its peaceful moments it's like fishing on a quiet trout stream. Really it's a sport that has so many facets. You see the teenagers with their girlfriends having a great time. They have a small boat called the laser. They're very sporty."

"Anything fast is wet — fast and nasty," McClatchie quips.

McClatchie says an added bonus of sailing in a club atmosphere is the fact "sailing clubs are full of nice people." Barry Sarazin, com-

modore at the Fanshawe club this year, took up the sport 10 years ago and now has a 26-foot boat, which he sails on the Great Lakes as well as Fanshawe.

But Sarazin says sailing doesn't have to be costly, and this is a fallacy the sport has to combat in attracting new members.

"When sailing is depicted, you tend to see large elegant boats that obviously cost a lot of money, but it's a sport you can get into cheaply. A small (used) boat might cost as little as \$1,000. This is not something that has to cost a lot of money."

### FANSHAWE YACHT CLUB

**Open house:** Today at Fanshawe Park, 11 a.m.-5 p.m.

**Membership:** \$100 once-only initiation, plus \$250 yearly, which includes car and boat pass to Fanshawe Park (also honored at Wildwood and Pittock lakes); seniors and students under 25 pay \$200 for membership.

**Sailing school:** Two-week (\$250) and one-week (\$150) youth day programs Monday-Friday in July and August; adult evening courses (10) sessions, with next sessions starting July 11 and July 12 (\$175); sailing school graduates can become associate members and lease a boat (\$175 plus); for information, call 451-8989.

**1995** 'Otto Biskaborn' Trophy Case: An anodized aluminum frame with sliding glass windows was installed to fit across the east wall of the Members Room in the Chalet. *The case is large enough to hold all the trophies now retained by members.*

- Sailing School partnership with Y Camp started

A gathering of Commodores 1995:



Front row (sitting): George Layton 1960, Rex Paget 1988, Steve Dietrich 1985

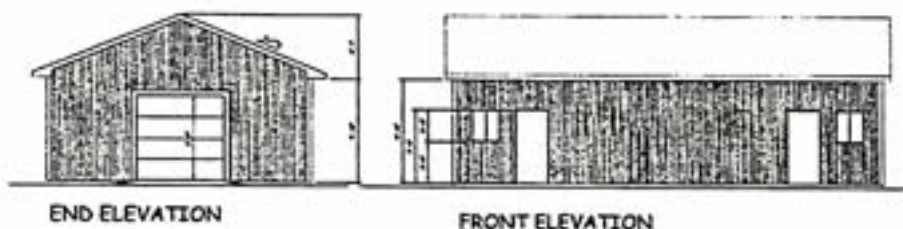
Middle row (kneeling): Barry Sarazin 1994, Don Dynes 1967, Len Macdougall 1982, Brian Perry 1989, Larry Minshall 1981, Scott Town 1992, John Ballast 1991

Back row (standing): Doug MacKenzie 1995, Cliff Wingrove 1959, Dave Schurman 1958, Jack McClatchie 1956 & 1957, Andy Kertesz 1976, Alex Crowley 1987, Dan Husson 1984, John Burgess 1990, John Rae 1979, Hans Schaffner 1978, Phil Luno 1973, Floyd James 1980, Jens Biskaborn 1993, John Houston 1964

**1996** Ontario Summer Games: *Laser, Radial, Byte and IMCO classes competed on Fanshawe Lake. "A great success" thanks to good winds, good organization and a large number of volunteers from FYC and outside the Club.*

- Large pot-hole appeared in the middle of the south ramp. *Andy Turnbull stepped in to assess, measure, design and prepare drawings which formed the basis for competitive quotations from contractors. The ramp is now in good shape, the underground streams have been re-directed and we should be free of any ramp maintenance – at least for a few years.*

**1999** Sailing School building:



From minutes of November 15 General Meeting: *The Building Committee developed an outline plan for a*

*multipurpose structure, 40' by 25' with a lean-to on one side for a teaching area. The UTRCA will permit the building to be constructed north of the present Sailing School building, but the structure must be above the "fill line" of the lake. To build an approved steel structure this size on a concrete pad would cost about \$29,000 with another \$5000 for plumbing and electrics.*

**2001** Community Living London joined as Corporate Member with a special sail boat that enables developmentally handicapped adults to enjoy a life experience not previously available to them.



**2002** Zebra mussels first appeared in Fanshawe Lake

From October Scuttlebutt: *The Revenge of the Raccoon: the Sailing School Office, 18 September. A sight to behold! The whole place was trashed, wall paneling torn off!*

## 2003 50th Anniversary

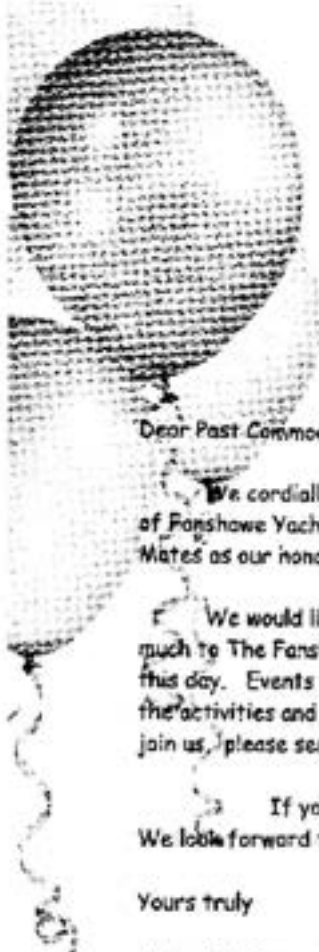
Past Commodores were invited to participate in the celebrating 50 years of Fanshawe Yacht Club.

The program: Memory Lane displays


Children's program

Activities on the water – Family Fun with a Poker Run, Prizes

Dinner 5:30 pm to 7:00 pm, evening entertainment



Fanshawe Yacht Club  
50<sup>th</sup> Anniversary Celebration  
Saturday, June 14<sup>th</sup>, 2003.



Dear Past Commodores,

We cordially invite you and your first mate to attend the 50<sup>th</sup> Anniversary of Fanshawe Yacht Club. We hope to have all Past Commodores and their First Mates as our honoured guests for this very Special Occasion.

We would like to recognize all Past Commodores who have contributed so much to The Fanshawe Yacht Club. Several milestone events are also planned for this day. Events will commence at 1400 (2:00 pm). Included is an invitation to the activities and the dinner. There is a fee for the dinner. If you would like to join us, please send your reply in the enclosed return envelope.


If you have any questions, please feel free to contact Doug or myself. We look forward to seeing you at this very special event.

Yours truly

Janice Watterworth

Doug MacKenzie,  
Past Commodore  
193 King Edward Avenue,  
London, Ontario,  
N5Z 3T6  
Phone 519 - 686 - 9841

Janice Watterworth  
(Chair of 50<sup>th</sup> Anniversary Committee)  
71 Killarney Road,  
London, Ontario,  
N5X 2A6  
Phone 519 - 453 - 1971



Please R.S.V.P. by June 2, 2003.





Commodores at 50<sup>th</sup> Anniversary Celebration

Front row (sitting): John McGugan, John Hall, John Ballast, Alex Crowley, Jens Biskaborn, Steve Dietrich  
Centre row (kneeling): -----, John Burgess, Don Husson, Carl Holland, Brian Perry, Les Pomeroy, -----  
Back row (standing): Floyd James, Doug MacKenzie, Dave Thompson, Larry Minshall, -----, George Dietrich, Rex Paget, Don Dool, Hasso Grasmuck, Hans Schaffner, John Houston, Len Macdougall

- **Dock ladders** constructed and installed by Bert Renes. August Scuttlebutt: *The water level is dropping and the ladders are proving their worth.*
- At the Special Meeting in September regarding the Sailing School Boat House, *the Building Committee has been instructed to proceed with the best quote keeping the price in range of the \$29,000 originally agreed to at the general meeting in March 2002.*
- From December Scuttlebutt: *Len Macdougall reported on behalf of the "Boat House" building committee. It seems that the construction quotes that we had have now passed their "best before" date and costs have increased. As a consequence of passing time and the city wide building boom, still ongoing, the money budgeted for the building now covers only the construction materials, but including the improvement of our electric service at the South end. Therefore, the labour will have to be done with our member-volunteers. If you can help with this building, please contact Len. For now, the top soil has been removed and a gravel base prepared but that will be all until spring.*

- **Trillium Grant:** *We were successful in obtaining approximately \$70,000 from the Trillium Foundation. The \$70,000 will fund the following: new school training boats; a new walkway to access the sailing school docks; one year of funding to provide a Program Manager for the Sailing School; a 'person lift' to assist clients of Community Living London who cannot easily get in and out of the Access dinghy.*

October Scuttlebutt: *"RACE HUT LOST! RACE HUT FOUND!! Back from the depths of Fanshawe, the barge race-hut was rescued a few days after the regatta minus a few panels, flags and mast."*  
 During the Pumpkin Regatta lunch break high winds had blown the race hut off the barge.

**2004** The Sailing School Boat House was completed, after three years of planning.

The two old trailers were torn down & scrapped. For years one had *"been the corporate head quarters of the Sailing School"*.



- The **phone and power outlets** were relocated to the large brown box on the pole at the top of the north ramp. This locked box can be opened with a member's key.
- Collection of nautical books was made available in our "Members Room Library" in the Chalet.
- The Ontario Summer Games were a *"huge success"*.
- **Renewed School walkway:** Abbott Concrete capped the walkway with reinforced concrete.
- The **South and North ramps** were also **repaired** by Abbott Concrete. The South ramp was repaired for \$5,500.00, which was less than what we had feared. Therefore, we were able to make repairs to the North ramp for \$2,200.00. Apparently, seepage from underground springs undermines the concrete and great portions of concrete broke away.
- *With the water levels lowered, Leonard Macdougall inspected the North dock from the 'water side' and found its condition to be unchanged from last year.*

**2005** **North Dock problem** discovered in the spring. Minutes April 2005 General Meeting: *There appears to be a section of approximately 30 feet of sag, about 6 inches deep and back under the concrete walkway approximately 3-4 feet. Andy Turnbull has provided an estimate (rough) of the repair costs as follows: Approx. \$2000 - \$2500 total, with approx. \$500 being for materials and the balance*

for labor. Approx. 2 cubic meters of Granular A gravel and 2 Tones of asphalt will be required .....  
This should not be seen as a complete repair, but only a temporary "patch" .....  
Len commented that he doesn't believe that we are likely to have a sudden catastrophic failure of the dock retaining wall, however the wall is slowly, but surely subsisting or sloping back from the water.  
Len said "the rate slope" will be measured.

**Dock repair:** from June Scuttlebutt: Following that meeting and the exploration of alternatives, ..... the cheaper method of repair was commissioned. Accepting the fact that water seepage from the cliffs behind will continue and this is not the end of our problems, a layer of asphalt was laid at a more reasonable cost (for now) of between \$500.00 and \$600.00. Most likely this operation will have to be done again as time passes - hopefully not too soon.



- The 'Person Lift': It finally arrived from Australia in August. Our master of machining, Otto Biskaborn, had a mounting made for the crane and arranged for it to be welded permanently to the main dock wall after the Club closed in November. So the crane will finally be available for us all to use next spring.

**2006** London Dragon Boat Club (originally Wonderland Dragon Boat Club) joined as a Corporate Member so that they could train on a larger body of water and have an established base to moor their boat and keep their gear.

From Scuttlebutt: This has been done with the blessing of the UTRCA as they too are trying to help the other paddlers and rowers who are being dispossessed by the Springbank Dam upgrades. The Dragon Boaters thought that the area just to the north of the main dock would be a good place to moor their big canoe but that iron from abandoned dry sailors had to come out — we thought it might be a tough job but lo and behold — they did it in a day! — (It should have been removed years ago!!) .....

Having WDB as fellow members of our club this year has been a great success. They have already made a highly valued contribution to the life of our Club.



## 2007 Rowbust Dragon Boat

Racing Team joined as a Corporate Member.

*For the 2006 season, these energetic breast cancer survivors have been training out of the Rowing Club on Fanshawe Lake, but the Rowing Club has no mooring facilities to keep*



*their boats on the water. They have had to lift their heavy boats in and out of the water each time they go out. Even for twenty or more people, a 1200-pound dragon boat is pretty difficult to handle on a floating dock! At FYC they have a permanent spot to keep their boats and gear.*

The Dragon Boat teams have added *a new and exciting facet to the club life.*

- **Barge:** Patches were welded on, pontoons were painted, and the deck was replaced & painted.
- **Chalet renovations:** New steel roof with ridge ventilation

New siding on the south wall of the chalet (washroom end)

June Scuttlebutt: *This is the second year that the club tap water is City of London water. In the past, the Park was on well water but that changed once the city limits moved and Walkerton occurred.*

October Scuttlebutt: *Special meeting September 29<sup>th</sup> to discuss the sinking dock. Proposals for the repairs presented. ...This is a project that needs to be dealt with now before more erosion takes place.*

## 2008

- **Boat hoist pit** with removable cover installed
- **The sinking dock** - The Executive is assessing the need for repair of the main dock in the area that is sinking. At a Special Meeting September 29 proposals for the repairs with costs were presented and discussed.

December Scuttlebutt: *The lake level was lowered after the fall work parties and a good assessment by Rick Goldt and Andy Turnbull could be made of the repairs needed on the main dock. Luckily, the base of the dock is reasonably secure primarily needing some rock fill along the lower edge. The likely cause of the sinking dock is failure in the ties for the top of the corrugated steel wall of the dock face. Because of poor weather this Oct- Nov, the work will be hopefully scheduled with the contractor for January at a much lesser cost to the club than first anticipated.*

- The crumbling **ramp on the main dock**: *With the water level down, it was readily seen that the end of the ramp at the main dock is in poor condition. This will be repaved in the spring.*
- December Scuttlebutt: *In the meantime, the club has members who are looking into submitting a proposal for a Trillium grant for full rebuilding of the main dock. The current structure is over 50 years old and will continue to have failures because of the age of the structure and the rise and fall of the lake levels. The main dock measures in at about 470 feet and replacement cost estimates run at about \$400 per foot so financial assistance is necessary. Similar work has been done at yacht clubs at Wildwood and Pittock lakes (sic) so the club is hopeful that this will be a successful proposal.*

## 2009

- **Main dock repaired:** The rotted ties and their anchors that hold in the sheet metal were replaced and the repaired sections were repaved.
- **Ramp at main dock** was re-paved
- **Chalet repairs:**
  - re-sided on the west side
  - the large doorway was widened to 8 feet (from 6 feet) and new doors installed
  - kitchen window was replaced



**2010** **Main dock repairs** will be ongoing as the dock structure ages. Currently, the important repair is at the base of the stairs on the north end of the dock - the dock surface is sinking. Rick Goldt has suggested having one of his consultants for the dam/dyke systems come to do a full assessment of the soundness of the dock.

- **Chalet:** Damage caused by a falling tree in the fall of 2009 was repaired.
  - new kitchen counter, cabinets and sink; the walls were painted
  - windows in the kitchen and member's room replaced
  - chalet siding has been repaired, replaced and painted

May 26 The London Free Press wrote about the upcoming Open House.



The Dragon Boat Clubs continue to grow, with more members and additional boats. Their docks were reorganized to accommodate the added dragon boats.

*Dockside Scuttlebutt: Rowbust are the National Breast Cancer Survivor Dragon Boat Champions in Canada! Rowbust and Rowbust Dragon Spirit brought home 4 medals. Gold and Silver for the National Championship category and a Gold and Bronze for the Community Breast Cancer race.*

**Septic system:** *June Scuttlebutt: The club's septic system is old and starting to fail. Low water use fixtures have been installed but are not sufficient to solve the problem. Test digging for septic tank inspection - the inspection of the tank shows the tank is in good condition and of adequate size for the club. Weeping bed replacement was completed after the Fall Work Parties.*

**December Scuttlebutt:** *Main dock maintenance: The dock repair in spring 2009 was successful. A further need for repair exists at the north end of the main dock at the base of the stairway. The dock has holes in the corrugated siding on the north wall causing a leak of earth resulting in the dock deck inking. The recommendation is to complete this repair for safety reasons ..... and to prevent further erosion.*

**2011** Over the winter high water and all the debris damaged the bottom of the stairway to main dock. Repairs were made early in the spring.

**April Scuttlebutt:** *At the previous General Meeting we reported that the Sailing School has been honoured with a gift from the will of the previous Director, Josie Scarlett. ....we were considering two projects - one to replace the school dock system with updated units and one to replace some of our aging training boats.*



**New docks for the Sailing School:** Half the docks were replaced with new EZ Docks, a modular system. *This will be tried for the season and if successful, the full SS dock system will be replaced.*

From Scuttlebutt: *"The result was a resounding aye (sailor speak)!"*

**June Scuttlebutt: Microburst of wind causes damage at FYC**

*The boats on moorings were pushed southward dragging the footings. All the south end floating docks were also moved dragging their anchorage. These needed to be all reset. Sailing School boats were blown off the dock and some boats tipped. One larger boat on the moorings capsized and was full of water. It took a fair bit of time to right and drain it. Thanks to Henry who donned his scuba gear to help re-float this boat! One mooring boat lost its rudder and tiller, another, its outboard motor as its bracket broke. Boats hitting each other caused damage as well.*



- New roofing for the Race Hut Deck
- Drainage piping was installed around each end of the Chalet and new concrete pad was poured at the front entrance. Patio stones were laid as a sidewalk part way up the hill to reduce slipping.



- **Women's Washroom complete renovation:** *Mildew was found behind the walls in the ladies washroom triggering the renovation. The walls were stripped and the room got new 2x4's, wiring, plumbing, drywall, wood trim and door. A new stall for handicapped persons was included in the renovation.*

- **Look-out on stairs to main dock:** *A landing with seating was built half way down the long steep north stairs to the dock. An excuse to pause and enjoy the view....and a place to rest your weary legs on the way up.*

- **Main dock problem:**

December Scuttlebutt: *Once again, the lake's fluctuating levels and a dock over 50 years old seem an unhappy mix at times. Rick Goldt will ask one of the engineers he is working with on the dam and dikes to look at the situation so that we are able to determine how much repair is needed.*



**2012** Scuttlebutt: *The new Sailing School floating dock system is completely installed this year, anchored, braced, with a new walkway from shore. A huge asset for our club.*



- **The storage building (old chalet):** old siding removed, the building re-sheathed, new siding applied and stained and new green metal roof.



- **Barge repair:** The leaking pontoons were welded and the pontoons were filled with a foam filler.
- **The Doug Mackenzie Hall:** *new canopy/roof* built over main entrance



- **Kitchen and Members Room:** extensive renovations started in the fall. New storage cabinets. December Scuttlebutt: *The upgrades to the Doug Mackenzie Hall are being made with the use of club capital. As well, the London Dragon Boat Club and Rowbust Dragon Boat Club are also generously contributing to the costs of these upgrades---well appreciated!*

## 2013 60<sup>th</sup> Anniversary

- Doug MacKenzie Hall: Kitchen and Members Room renovations were completed. New exterior door installed in Members Room and new sheeting and siding on north wall.

The June Dockside Scuttlebutt summarizes: *FYC has seen some major changes in the past few years—updated kitchen, washrooms, member's room and new tables and chairs. The buildings have all been re-cladded and reroofed with new windows and doors. With this came updating of electrical and plumbing systems. Office space was created for the dragon boats. The sailing school has a new docking system and a fully reorganized boat house. South docks have been repaired. A small deck was built off the side of the staircase to the main dock. .... The DB have re-organized their docking system to accommodate their growing clubs. Dories were repaired. A parking area to lease out for large trailer storage was created. And tons of stuff has been carted off. Yet to come is assessment of needs for our main dock's maintenance. Definitely a costly enterprise.*

- London Dragon Boat has grown to 4 teams, including London Junior Dragons, ages 12 to 17.
- Rowbust won their 4th consecutive gold medal at the Canadian National Dragon Boat Championships.
- Both dragon boat clubs had members competing as part of the Canadian National Team in the World Dragon Boat Racing Championships in Hungary.
- 60<sup>th</sup> Anniversary Corn Roast Dinner was held August 24 during the Club Championship weekend with a cocktail hour, speeches and cake. Donald Bere (founding member), Dave Schurman (founding member) and Rick Goldt spoke of the early years.



Dave Schurman (1958), Graham Laing (1970), Don Dool (1972), Hans Schaffner (1978), John deBoer (1986), John Burgess (1990), John Ballast (1991), Jens Biskaborn (1993), John Hall (1996), Anne McEwen (2001), Marc Lacoursiere (2002), Steve Currie (2004), John Bryant (2005, 2006), Mark Anderson (2009), Brian Hurst (2010), Roy Elworthy (2012, 2013).

## FYC Commodores

1953–1955 R. R. Galpin was elected as Commodore. However, he did not want to be identified as Commodore because he felt that it was too “*high-faluting*”, too pretentious for such a small, newly formed club (as per conversation with Dave Schurman). Jack McClatchie noted that Bob Galpin was called Fleet Captain and Don Bere Vice Captain, even though the Minutes of the meetings continued to use the term Commodore. The London Free Press articles also used the terms Fleet Captain and Vice Captain when they wrote about the Club.

Late in 1955 a **more structured organization was formed for 1956** with a formal roster of Flag Officers to be elected each year for a one year term of office. Jack McClatchie was elected to serve as Commodore.

1956	Jack McClatchie	1976	Andrew Kertesz	1996	John Hall
1957	Jack McClatchie	1977	Keith Watson	1997	Harry James
1958	Dave Schurman	1978	Hans Schaffner	1998	Dave Thompson
1959	Cliff Wingrove	1979	John Rae	1999	Les Pomeroy
1960	George Layton	1980	Floyd James	2000	Gord Stewart
1961	Phil Harding	1981	Larry Minshall	2001	Anne McEwen
1962	John McGugan	1982	Len Macdougall	2002	Marc Lacoursiere
1963	Emerson Bright	1983	Ed Van Puymbroeck	2003	Carl Holland
1964	John Houston	1984	Don Husson	2004	Steve Currie
1965	George Foster	1985	Steve Dietrich	2005	John Bryant
1966	Bill Smith	1986	John deBoer	2006	John Bryant
1967	Don Dynes	1987	Alex Crowley	2007	Paul Chesman
1968	Jack Wicks	1988	Rex Paget	2008	Paul Chesman
1969	Matt Goddard	1989	Brian Perry	2009	Mark Anderson
1970	Graham Laing	1990	John Burgess	2010	Brian Hurst
1971	Hasso Grasmuck	1991	John Ballast	2011	Paul Chesman
1972	Don Dool	1992	Scott Town	2012	Roy Elworthy
1973	Philip Luno	1993	Jens Biskaborn	2013	Roy Elworthy
1974	George Dietrich	1994	Barry Sarazin		
1975	Ken Stuart	1995	Doug MacKenzie		

## Appendix

Page 82	Photo of Thames River before the dam was built
Pages 83-86	Junior Sailing Squadron in the 1960's
Page 87	'A Bit of Club History' by Jack McClatchie (2003)
Page 88-89	Photos of FYC as it is in 2013

*This photo from the UTRCA archives shows the aerial view of the Thames River before the Fanshawe Dam was built. The stream running down to the lower edge of the photo is Wye Creek with the dam then being constructed across the river in the upper half of the photo. (Dockside Scuttlebutt)*



## "Junior Sailing Squadron" in the 1960's:

Len Macdougall wrote:

1963

A letter dated December 7, 1963, with a bold new letterhead: "JUNIOR SAILING" was sent to FYC members. The letterhead shows the names of three Trustees: C.C. Smith, W. M. McPherson and A. G. Rodgers.

The letter began: *"Junior sailing is coming to Fanshawe Lake, and we would like to report the progress that has been made."*

The letter goes on: *"As most of you know, there has been a great deal of talk and many efforts made to start a junior program at FYC, but for one reason or another nothing has materialized. We received a letter dated September 17, 1963, stating that the FYC executive felt that any complete junior sailing program should be developed outside the FYC and that it should bear different name."*

The letter states that a special meeting was held earlier to discuss junior sailing. It appeared that there were sufficient people interested in junior sailing to start a program. *"In fact, many people within FYC have already made cash donations and pledges."*

In November, the Trustees traveled to Montreal, discussed the purchase of boats, and met with officials of the CYA. *"The result of the trip was that we came away convinced that we are on the right track."*

1964

In March 1964 there was an interesting "PROGRESS REPORT" from W. M. McPherson, Chairman, FANSHAWE JUNIOR SAILING SQUADRON (F.J.S.S.). A few excerpts follow:

- *The F.J.S.S. is open to all Juniors of London and area, both boys and girls in the age group of 11 to 16.*
- *The Junior Squadron is in the process of being incorporated at this time, and of course will be classified as non-profit. An insurance plan is also being considered at the moment to cover Personal Liability and Property Damage.*
- *The Fanshawe Yacht Club have given their moral support to this project, and we hope they are considering some financial aid as well. All officers of F.J.S.S. and staff are required to be members out of FYC.*

- *We have obtained a very suitable piece of property from the UTRCA and have had excellent cooperation from this body.*
- *Six new Flying Junior sailboats are on order for delivery in April and will be rigged by Komoka Boat works and ready for the water in late May.*
- *A syndicate of 12 interested supporters has made the purchase of these boats possible. These boats will be leased to members out of FYC for use early and late in this season and on weekends and holidays in July and August. This will help F.J.S.S. to recover some of the cost price and has led to a new fleet for FYC and at least five new family memberships for the club.*
- *Many other people have donated money and various useful items to the program. We need many more of each type of donor. This squadron will be self-sufficient after the first year so this will be the one time of asking for personal gifts.*
- *A suitable clubhouse will be constructed as soon as the weather breaks and will include two changing rooms, a sail loft and lecture room.*
- *The BOY SCOUTS of this area already have two FJ 's and these two boats will be part of our program, thus starting us out with eight new boats, thus allowing a total of 16 scouts at a reduced fee.*

A March invitation to a sailing program presentation at Scout Headquarters would seem to indicate a developing or an ongoing relationship with Scouts Canada.

1965

The Junior squadron continued its work.

The Summer 1965 Fan-Tale carried the following article:

JUNIOR SQUADRON REPORT

*The first Junior Squadron course of 1965 has turned out 32 junior sailors. The outlook for the second course in August is good. The F.J.S.S. is living up to the expectations of the optimists who went out on the limb to organize the juniors.*

*Sandy McPherson, through the sales of his highly regarded sailing manual for novices, has donated the magnificent sum of \$701 to the Fanshawe Juniors. Sandy, now on the executive of the CYA, still continues to be an effective factor in the difficult task of putting our Juniors on a sound footing. The F.J.S.S., as well as the FYC thank Sandy sincerely for his generous contributions.*

1966

All was not entirely well with the Fanshawe Junior Sailing Squadron (F.J.S.S), as the following "IMPORTANT NOTICE" in the spring of 1966 will illustrate.

*A request for a special meeting of the Fanshawe Yacht Club signed by five members has been received by the FYC Secretary. In compliance with By-law 7.03 a special meeting will be held on the 31st day of May at 8 p.m. at the Fanshawe Club.*

*The purpose of the meeting is to deal with a motion from members of the Fanshawe Junior Sailing Squadron (who are also members of FYC) that the Fanshawe Yacht Club take over the Junior program under the following conditions, laid down by the Fanshawe Junior Sailing Squadron.*

- 1) that the FYC pay a fee of \$25 per boat per year to the syndicate which owns the boats. (For a period of not less than four years.)*
- 2) that the FYC be responsible for maintaining the condition of the boats during their hours of use.*
- 3) boats would be available from 9:00 to 4:30 p.m. Monday to Friday.*
- 4) that a suitable program be set up.*
- 5) that any program run by FYC be open to all juniors, whether they are members of FYC or not.*

*Through the years the executive of FYC have been studying the type of Junior program needed for our club and at one time had decided on the type of boat and even went so far as to have a mold made up so that the members could have a low-cost fiberglass boat available to the children. About the same time another group took it upon themselves to set up a more advanced type program using a more expensive boat (a program found in many of the larger clubs such as the Royal Canadian Yacht Club and others having a large social membership to help underwrite the program.)*

*After this group have operated at Fanshawe for 2 years they claim that they have proved that their program is feasible, but want the FYC to take over their program on their conditions.*

*The FYC executive met with representatives of the F.J.S.S. in January 1966, as requested on a motion from the floor at the last annual meeting November 1965. The executive reported back to the General meeting Feb. 24th, 1966, that they had suggested that the F.J.S.S. obtain permission to move to the other side of the Lake adjacent to the FYC but that there be no direct affiliation for the present.*

*The executive feel that this program is not in the best interest of the FYC and that it is doubtful if the financial and manpower requirements to operate such a program are available within the club at present, and that the motion, if passed, is a Non confidence vote for the present executive, and they would have no alternative but to resign.*

*According to the Constitution only motions for which notice has been given may be dealt with at such a special meeting and must be ratified at a subsequent General Meeting. Notice of such a General meeting is hereby given to be held at the same place and immediately following the special meeting.*

*E. J. Lee, Secretary*

The F.J.S.S. continued to operate. In the spring of 1966 they offered "Sailing Instructions for the Ladies". The "hook" directed at the ladies was a question: "Are you tired of watching from the shore?" The fee proposed was \$25 for twelve lessons to be given on Monday, Wednesday and Friday evenings for four weeks. Also, applications for junior sailing were solicited for the "preferred" age group of 11 to 15 years. Ten people in FYC were listed for contact.

1967

A Notice, in the spring of 1967, states: "*Three 'Learn to Sail' courses, each of three weeks duration, are being operated by the London District Council of the Boy Scouts of Canada ....*" The total cost for each course was to be \$30, all inclusive.

No further mention is made of the F.J.S.S.

In 1983 Scouts Canada sailing school celebrated its 20<sup>th</sup> year of teaching sailing with '*a dockside frolic*'.

In the April 2010 Dockside Scuttlebutt Rick Goldt wrote about the 1960's: *.....some ambitious parents had set up a sailing school. For whatever reason, it ended up across the lake below the cliffs of the present day Forest City National golf club. Boats were 6 flying juniors, ..... . But stormy weather was ahead not to mention the prevailing winds at their location across the lake,..... .*



## Fanshawe Yacht Club and Sailing School

### A Bit of Club History

Fanshawe Dam was built in the early 1950s' to control the flooding of the Thames River, thus creating Fanshawe Lake

By Jack McClatchie

**1953:**

By the end of April, the lake was a reality, and ready to use. On part of the west shore, there was a strip of sandy beach with a dock and a picnic park. This is where it all began.

The first boat to sail on the new lake was Jack McClatchie's 18' sailing canoe, sailed right off the beach in April. A few days later, Eric Skelton, our city engineer, put down the first permanent mooring for his dingy "Polly Wog". By the end of June, many more boats had joined the fleet on moorings. During the summer, rather informal races were held on most weekends. By August, the fleet had grown to 18 boats with a friendly gang of skippers wondering how they could keep in touch through winter and make plans for the next summer's sailing. At this point, Jack McClatchie invited the group to meet at his home, and talk about forming a club to represent them before the Conservation Authority.

**1954:**

Early in the spring, a committee explored all the shores of the lake. With the approval of the upper Thames Conservation Authority, they chose the location which we now occupy.

The ice and spring floods took the deck off the wharf at the beach. We were given this 12' x 100' deck to salvage and tow to our club location. With old oil drums under it, we had a floating dock which served us until the permanent dock was built.

**1955:**

Everyone enjoyed a summer of good sailing, but the club was so loosely organized that it was existing in a hand-to-mouth fashion. No firm plan was in place to ensure the succession, or the relief, of the elected members burdened with the management of the club. The club was growing, but so was the reluctance of many members to accept a nomination for office.

In October 1955, a business meeting, followed by a wiener roast, was well attended. At this meeting, a more structured organization was formed, with the name of "Fanshawe Yacht Club", and a formal staff of Flag Officers to be elected each year for a one year term of office. A secretary-treasure and a social convener were also elected each year.

FYC in 2013



