

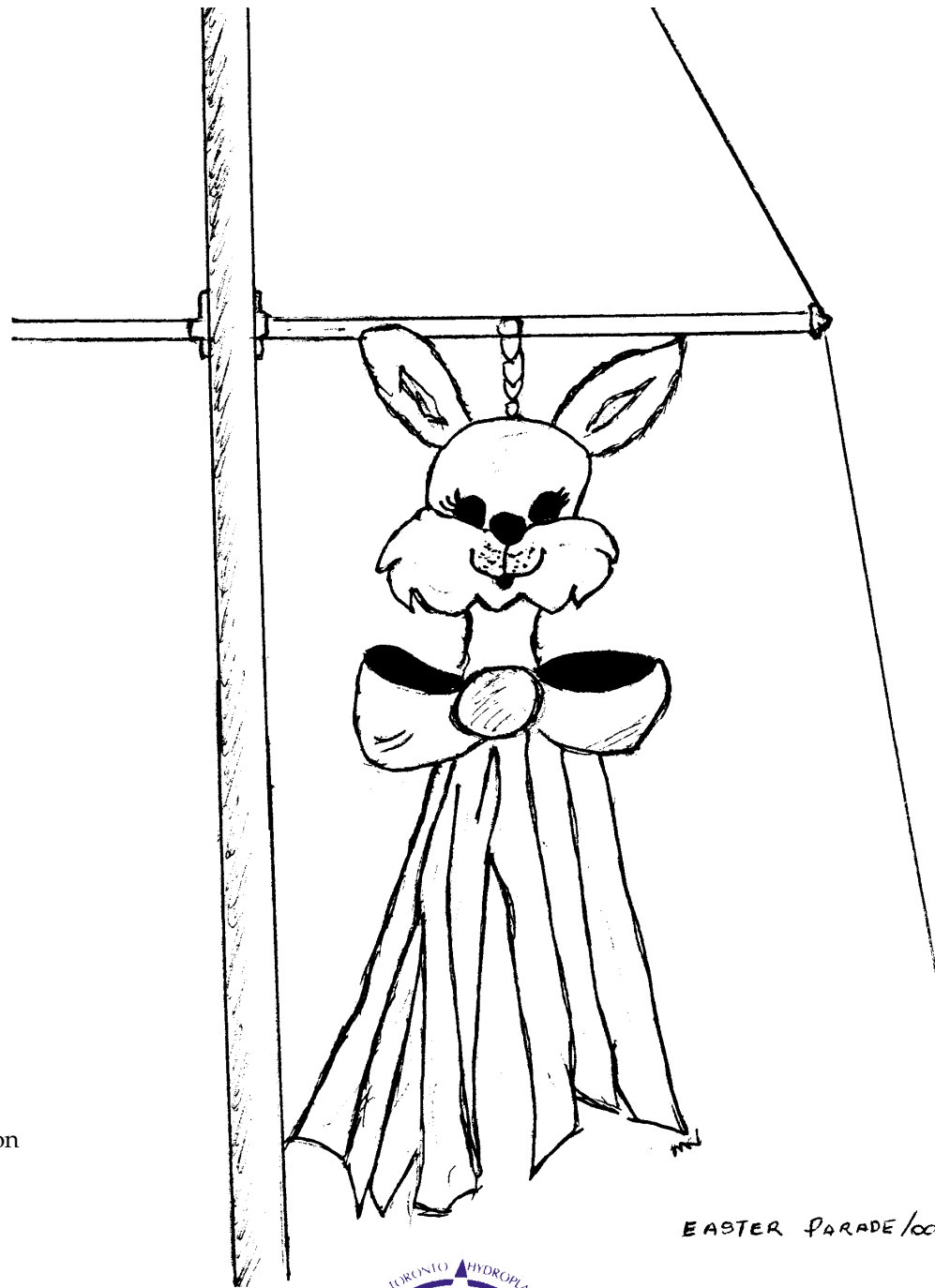
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SPAR AND PROP

APRIL, 2002

NUMBER 150



Drawing by
Marie Middleton

EASTER PARADE/00





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Calendar

Pre-season Meeting—Thursday, April 18—Both Cruising and Racing people are invited to discuss our 2002 plans. See Vice Commodore's article on page 3 and Cruising on page 5 for details.

Last TH&SC Darts Meeting—Friday, April 19—The windup of our local darts club meetings at the clubhouse. Watch for the 2003 season next Fall.

Launch Day—Saturday, May 4—Have your boats ready for the water or, if not, be sure to talk to the Harbourmaster about it. See page 3 for more information.

Warmup Race—Wednesday, May 15—Get your boat all tuned up tonight so when the real racing starts you will be competitive.

First Race Night—Wednesday, May 22—Time to get out on the race course for real and show your transom to the other boats. Everybody is welcome.

Icebreaker Race—Sunday, May 26—Our first distance race. There won't be any ice to break but bring your warm coat. Last year was balmy. This year, who knows? The only sure thing is a good race.

Sailpast—Saturday, June 8—A really big event. Everyone has a great time. Get your dinner tickets early.

Cruise to Highland Yacht Club—June 29–July 1—This year the July 1st Picnic/Cruise will be to Highland Y.C. on the last weekend of June. When there is more information it will be posted on the bulletin board. Joan Willson will be the contact person for this cruise.

East End Challenge—July 20–21—This resurrection of a race weekend close to home promises to be a good time. Try out a weekend series if you haven't already done so.

Thunderbird Regional Regatta—August 31 – Sept. 2 (Labour Day weekend)—These are serious racers who also have a good time at regattas. We will host the 2002 event. Help out and have a great time doing it.

Pre-Season Meeting

Thursday, April 18
7:00 pm

We will have a clinic on sailing. A racing video. It is a good time to decide to race this year. Dennis McCallum will outline his plans for cruising in 2002.

Come and see what it is all about. Bring your crew. The experts will be glad to help you.

LAUNCH DAY

Saturday, May 4th
7:00 am sharp

Please arrive on time as roll call will be held at that time.

Watch the bulletin board for your work assignment and come prepared.

COMMODORE'S COMMENTS

Patrick Flynn

THERE ARE STIRRINGS DOWN by the lake – and not just the flagpole falling over (and there were people to hear it). The administrators are trying to rise above mere words and actually get something done.

Valerie and I attended the RCYC 150th anniversary ceremonial burgee raising at their downtown Toronto clubhouse – very yacht club proper etiquette sword cake cutting and a picture showing that they in fact laid claim to Toronto Island before even Don MacDonald was born !

All posted on our notice boards and while you're looking at the high society end of Lake Ontario sailing you might as well read all the Coatsworth Cut news as well. Posted on the board are all the background papers, pollution studies, maps and citizen's group proposed action against the city over the unacceptable levels of pollution we are in the middle of.

Not a new problem, not one that various groups and individuals haven't tried to address over the years and, who knows, we might just be wasting our breath as well. I think there is much to be gained by making as many people aware of this problem as possible so please contact the Citizens for Safe Sewage, ask for information, send copies to anyone you feel might have an interest. There is nothing to be gained by remaining silent. Thanks to Ian Whan for raising the profile of this issue with us.

I'll try not to steal anyone's thunder – all sorts of plans are underway for a successful 2002 sailing season. I hope that it stops snowing long enough to get *Spectra* ready for launch less than a month away. ▲

REAR COMMODORE HARBOURMASTER

Dave Campbell

James Brown

LAST NIGHT THE SNOW UP against the fence melted. It was the overnight rain and the temperature that did it. I was glad to see it go. It could snow again but no matter. It's SPRING; time to paint, polish, wash and wax. It's the long to-do list time of year again.

This year we will sponsor two regattas. As a club we have not done that for years. The main pusher behind this effort is John Morris. He will need a lot of help. The regattas are the East End Challenge July 20/21 and the Thunderbird Regional Aug 31 – Sept 2.

The Pre-Season meeting is Thursday, April 18. I hope to have the club booklet ready by then. We will talk racing and cruising. I have some videos to show. Welcome SPRING at the club that night (19:00). Come hear the plans in detail.

Wednesday racing starts with the Warm-up race on May 15. There are three series of six races each to September 18 with a make up race day on Sept 25.

Cruising is on the north shore this year. The Americans have suspended the I-68 program that allowed us to get a form and go over. Also you will probably undergo an inspection by the sheriff and his merry men at every port. That happened to us last year and that was before Sept 11. So Dennis has organized north beach cruises this year. It's to places like Mimico, Highland, Whitby and Frenchman's Bay Yacht Clubs. Check the club booklet for full details.

That's it for now. See you on April 18 at 7:00 p.m. ▲

WELCOME BACK TO ANOTHER season of sailing! Launch is early this year. May 4th is quickly approaching and although the docks are floating they do require upkeep, so as always we are looking for help on work duties. Start time for launch day is 7:00 AM sharp. Please be prompt. The sooner we get started, the sooner we are finished.

As of today, April 8th, the barge has been dredging in the channel. The lake levels are up right now, and hopefully with the dredging we will have a clear pass through all summer.

Safety is a very large issue this year and we would like everyone to be careful and make this a happy season.

Welcome back all and smooth sailing. ▲

New Keys on Launch Day

The lock to get into the club will be changed on Launch Day. Be sure to pick up your new key on that day!

Members who do not launch should drop by and get their key too.

FLOTSAM & JETSAM

Shadow

SEEN ON THE WEB

Most of us suffer from "seasonal amnesia," often forgetting the important specs and maintenance procedures for our boats. Take the time to prepare a detailed Owner's Manual and you'll save time when doing service or maintenance work.

An Owner's Manual should include all the vital statistics including weight and dimensional specs, equipment model and serial numbers, recommended trailer configurations, cradling

methods, and lifting sling locations, wiring and plumbing diagrams, information on all rigging and fittings, servicing procedures and maintenance checklists, winterizing and spring commissioning, as well as all haulout details, complete with a master checklist.

To create a sample owner's manual for your boat, click on this URL: <http://www.diy-boat.com/Pages/newsletter/newsletter.html>

SNOWBIRD VISITS CLUB

On Good Friday we had a Snowbird visit the clubhouse. It was a cold, raw day that he brought from Saskatchewan. George Martin's son, Christopher, has recently joined the Snowbird team of the Canadian Air Force. He flew into Toronto for the weekend. He and George warmed up with some darts in the clubhouse. Warning! Snowbirds have a second profession—darts. George's clock was cleaned, but good.

EASTER PARADE AND DARTS REPORT

by Marie Evans

WE HAD A GREAT DAY FOR the Parade. The sun came out and the weather was warm. Turnout was very good. We had over a dozen little Bunnies and as many big ones.

Also one slightly different Bunny. I think it was the Beard!

Candy, Music and Bubbles were enjoyed by all. Many thanks to Harry Peterson again for the loan of his CL 16, and all those who came out to support our club. See page 10.

Darts

Our inter-club darts league has come to a close for another year. The competition was close with only two games separating 2nd, 3rd and 4th. Highland Yacht Club walked away with First. Your own TH&SC took second place, with Cathedral Bluffs Yacht Club in third and Ashbridge's Bay Yacht Club in fourth.

On April 4, 2002, TH&SC hosted the annual Darts Awards Night, where everyone enjoyed a great dinner catered by Artichoke Catering. We had a great turnout with 60 people in attendance.

After dinner we gave out prizes to everyone. Thanks to Carolyn at the Rigging Shop and Tibby of Tibby's Darts for the prizes. Then the trophies were handed out. After that we, of course, played darts.

We had a few new faces this year but are always looking for players. Even if you have never played before, come down on Friday nights during the winter and enjoy the fun. We don't always play darts—sometimes there are heated games of cribbage or euchre going on. It's more getting together and enjoying the company.

Thanks to Rose and John Edwards, Chris and Elizabeth Hanson, Joan and Keith Willson, also Paul and Marie Evans for all the help during the season in planning the food and refreshments when we were hosting.

See you next season. ▲

INTERESTED IN LIGHTNING PROTECTION FOR BOATS?
www.thomson.ece.ufl.edu/lightning/

OFFICER OF THE DAY PROGRAM

by Joan Willson

I AM LOOKING FOR THOSE WHO have or would like to volunteer for Officer of the Day. All procedures for the duties of OOD are documented. You just have to follow the list. It's a great way to meet people and get a better idea of what goes on around our club.

One of the nice things about visiting other clubs is being greeted by their OOD. We want visitors to our club to feel the same way. Volunteer for a day or several days. Would you please contact me at 416 759-1846 for more information and to reserve your day(s). Ways & Means is also a contact point.

Let's get all the weekends filled this year. ▲

I-68 RULES FOR 2002

from Keith Willson

THIS IS A NEW RELEASE ISSUED from the United States Immigration and Naturalization Service issued April 9th, 2002.

Hopefully this will clarify some of the misinformation that has been abounding.

I-68 Canadian Border Boat Landing Program To Resume

WASHINGTON—The Immigration & Naturalization Service's (INS) District Director, M. Frances Holmes has announced that the Canadian Border Boat Landing Program shall be resumed with additional security enhancements.

The INS suspended the Canadian Border Boat Landing Program after the terrorist attacks of September 11. Due to enhanced security measures along our borders, both the Canadian Border Boat Landing Permits (Form I-68) and the Outlying Area Reporting Stations (OARS) programs have been modified for the 2002 boating season.

Only the current Form I-68, revised January 31, 2002, will be accepted this season. The Form I-68 will not be renewable by mail. Each applicant must appear in person for inspection, interview, and a name query against the Interagency Border Inspection System (IBIS). The names and dates of birth of children under 14 years of age must be listed on one or both parents, Form I-68. If approved, a three-part Form I-68 will be

PROPERTY MGR.

Lloyd White

THE EXECUTIVE BOARD HAS decided that a Silent Auction be held at launch. This will include unclaimed items in the racks outside the workshop. To insure that you don't lose articles of yours that you value please remove them from the yard no later than the weekend before launch so the organizers of this fundraising and cleanup event can assemble leftovers to sell.

David Brand has agreed to oversee the care of the workshop. Please follow our posted guidelines and help keep our work facilities safe, orderly and comfortable.

Rule #23 of our "Rules of Order" states—"All ladders must be locked in such a manner that they cannot be used to gain access to any vessel stored on club property when the owner or delegate is not on club property." A recent walk-through of the yard found many ladders not properly secured. This is a potentially dangerous practice. Correction of this problem is mandatory as our basic ground rules must be adhered to by all members.

If you have been around the club lately you probably noticed the flagpole has blown over. At the last meeting the board decided to replace it with a sister of the one in the park, on the SE corner of Coxwell and Eastern Ave. This will carry a nice array of flags and our burgee and will help to display our ever improving club to all of those American (and other visitors) we are expecting in ever increasing numbers. See you in April. ▲

Here is our pink bunny with a beard—just imagine the fur as soft PINK!



FLEET CAPTAIN CRUISING

Dennis MacCallum

I WAS WALKING ALONG THE DOCK the other day and I swear I could hear some of the boats waking up after a long winter's nap. I know some on the wall rows have been awake for awhile, wondering where their captains and crews are. Where is everybody? They have been cradled long enough, all gazing out through the cut to Ashbridge's Bay, dreaming of those hot lazy days of summer. Every boat looks like it is molting, trying to shed their ever-loosening tarps, like they too have had enough of winter already. Even Jiggs is in fine form and anxiously dreaming of finding the perfect stone.

Today I received e-mail from Dave Brand with an attachment to a web site pointing out that Lake Ontario is 6" above the average mean level. The only one of the Great Lakes above average as of this date. Let's hope the water stays that way or increases.

The mildest winter on record, but as of this writing we are getting our winter finally and it is the beginning of April. The weather gods appear to be all confused and seem to be going in circles. Racing anyone?

Just a month until launch and the beginning of cruising season. We have had requests already to visit TH&SC from clubs across and up and down the lake. This mostly has come from our cruising requests to plan a cruise to their club.

We have contacted and received a favourable response from Highland, Mimico, Whitby, Port Dalhousie, Burlington, and Port Credit.

Four cruises have been confirmed and we are hoping to book the fifth when the club opens for the season. I have not been able to contact anyone from the Frenchman's Bay Yacht Club but from what I hear it is a pleasant little club to visit. True to our word, we have planned three of the cruises closer to TH&SC, all within a pleasant sail.

This year two volunteers have come forward to help with the cruising plans. Joan Willson and Chris Hanson have already been a great help in contacting clubs we can cruise to. As you know, club cruising is a lot more than throwing your lines ashore on the day of the cruise. It takes planning to ensure the clubs can accept us on those weekends and have their facilities available to us.

Chris has arranged our visit to the Mimico Yacht Club and although we cannot get in on their lobsterfest (it is for members only) we can attend their Sealegs dance afterward. We will have our own seafood barbeque and steamed mussels, while we prepare for the dance. I have checked their web-site, and they already have us on as the visiting club that weekend.

Joan is leading the TH&SC July Long Weekend Cruise & Picnic to Highland Yacht Club. As you know Joan and all her helpers are amazing at carrying off this traditional weekend that promises to be fun for children of all ages. She has led the charge with Keith, Paul, Marie, Donna, Wendy and too many others to mention, in year's past so this year may be the best yet.

Last year's cruise to Whitby was a real success with Steak and Lobster and Karioake that we want a repeat. Well almost. This year there is a plan to ensure that everybody gets together after the dinner. We need more great singers in order to keep the Singing Title. This year's prizes will have to be earned even if TH&SC has to lubricate the vocal chords!

Port Dalhousie wants us to cruise to their club, even after last year's disaster. We want to cruise there because it is a beautiful location, a bit of a challenge, and they have promised us a great time.

As well, like I mentioned before, we are trying to get to Frenchman's Bay Yacht Club. Apparently Kenny knows a short cut.

You may have noticed all our cruises are to Canadian ports. This has been on purpose. It has been reported that it may be a small bit difficult arriving at a foreign port this summer. There are varying degrees of difficulty reported, from no problem at all to just can't get in. I would suggest anyone making an attempt, ensure that they have all their ship's papers in order, an inventory of all equipment on board, and if possible take a passport. (See page 4)

Personally, before I go, and I will be going, I plan to make contact with both Canadian and US officials before leaving. In the past, cruising the south side of the lake and along the Atlantic seaboard coast, I have had nothing but pleasant receptions. But we live in a different world now.

Let's all be careful. Have a terrific and safe summer season. And remember, the pointy end mostly goes first. ▲

MARK YOUR REGATTA CALENDAR

by John Morris

Go East Young Man!*

The East End Challenge

July 20 & 21, 2002

Toronto Hydroplane & Sailing Club

● 2 Days ●

● 9 Short course Races ●

Thunderbird 26

Level 27**

Viking 28

Traditional East End
Saturday BBQ and Bash***
East End Sunday Breakfast****

● FINE PRINT ●

*Man in this case is an all-encompassing pronoun including men of any age, women of any vintage and children of any gender.

**Level 27 is a 27-foot racer/cruiser rating roughly 180-220.

Examples are C&C 27 Mark I - IV, CS27, Mirage 27.

Once registered, all racing is level — no handicap.

***With a special visit from 55 Division and apologies by Commodore Pat Flynn.

****Your choice of traditional (beer and a smoke) or full breakfast buffet

Registration \$40/boat

Canadian Tire Money at Par at the bar

Skippers meeting 10 a.m.
Saturday, June 20

Racing Ends by 3 p.m. Sunday

All details subject to change
except the police visit.

416-963-3222 days for info



LADY FROM ACROSS THE SEA

by Lee Rixon

THE ON-GOING STORY of a lady from across the sea.

Chapter 1—the beginning

Well...once upon a time in a little fishing village in Sweden called Motala there lived a man by the name of Kurt Ribbhagen. Now Kurt was a successful jeweler, and had a dream, so one day he went to the good people of Motala Batvarv (boatyard for those of you, like me, who don't read Swedish), and said—build me a boat, a fast boat...and lo, they built him one.

And her name was *Talatta*, and the year was 1951.

So begins the boat story that is now continuing under that white tarped storage structure in the car park at TH&SC.

Where I came into the story was about a year and a half ago, when a friend of mine who lives near Ottawa contacted me and said "I know you are interested in boats. I know of a 24-ft wooden one that needs a little restoration". Well, 24-ft turned into something a little larger and the next thing you know, yours truly is off with a friend of mine, Bill, on a road trip to Ottawa in a 4x4 borrowed from my boss, with Randy's trailer attached to the back. And lo the adventure begins...

About the only part of this that was easy was the trip to Ottawa—put the beast on cruise and away we go. Wind the stereo up, put some road music on the CD player and go looking for Tim Horton's. Finally, after filling the truck up for what seemed like the 20th time, and us up on donuts and coffee we got the magnifying glass out to find a little village called Crysler. Cheerful greetings and introductions all around with my friends, Gilles and Lily, and then it was time for the first beer of the day and off to the junk, I mean boat yard—truck, trailer and sanity still intact at this point.

I won't go into great details about where this boat's potential last resting place was, other than to say around it you could find anything from an old Lambretta scooter, to a tank cover (yes—I mean tank as in Tiger or

Chieftain) to a variety of other vehicles of indeterminate age and ability to ever move again. The boat was resting on, the stern what passes for a stand, and the bow on a tree trunk, artfully wedged in to stop her from falling on her nose. Her once white paint had peeled off in a number of places, and her cockpit was covered by a couple of pieces of 4x8 plywood. The keel had sunk into the ground a little so the artfully arranged tree trunk was now an artfully arranged hole in the hull, and she was one totally sad sight. That was when the madness gripped me and all sanity that was residing in the little peanut I call a brain fled out of my left ear.

Needless to say—I bought it. Well, I have done sillier things, but not many. Well, come to think of it, this one is probably the silliest. No, there is no doubt, this one ranks up there as the lulu of all time. I blame it on the sunshine; I think I must have baked my brain.

Ok, so time came to load up. Out came this positively prehistoric crane-come bucket truck and we proceeded to very gingerly sling the boat into the air. No worries, everything was going to be fine, I have done this before.

We positioned the trailer underneath the boat and very slowly lowered her on to it. Other than the crane making noises that mechanical objects are not supposed to make, this was going really smoothly. The boat settled into the trailer and fit like a glove. Next job was to re-attach the trailer to the truck, and lo and behold, the first problem of the day emerged. The boat was actually 33 ft long, and the front 4 ft would be inside the 4x4 if we backed it up far enough to attach the trailer. Time for some head scratching, and the second beer of the day.

After suitable time passed, and the beer cans emptied, the light bulb went on—or at least it glowed dimly. We had a master plan, let's modify the trailer. Now, I did mention that I had borrowed this trailer off Randy didn't I? So whatever modifications we were about to make had to be temporary, non-destructive and most of all able to pass a police inspection, so no cutting, welding or other destruction of property, and duct tape was right out of the question. Out came the measuring tape, the paper and pencil and much mumbling and muttering as we tried to figure out what the heck we

were going to do.

Finally we arrived at the wonderful conclusion that if the boat wouldn't fit behind the 4x4, what about above it? Well, I never claimed to be a rocket scientist. That's my cousin, but that is another story.

Have you ever watched a TV program called Junkyard Wars? Well, I think the crew I had would make a very presentable team to be able to take on all comers. In no time flat we had scoured the yard and found some lengths of pipe that would serve as inner and outer sleeve extensions for the trailers pad arms, and had found a large piece of very sturdy I-beam that would serve as a keel rest. Snap of the fingers and out came the cut off saw and the welder and the trailer arm extensions were fabricated. The keel-rest was chocked into place with just the correct angle so that the boat's bow should now rise gracefully over the top of the back of the 4x4. Or so goes the theory!

Well, eventually theory and practice have to come together, so once again the boat rose gracefully into the air with much wheezing and spluttering from the crane engine and settled gently into the trailer. Well, almost!

At this point the engine of the crane decided it was time to run out of gas, so the whole kit and caboodle ground to a halt. Frantic running around ensued as we tried to find gasoline, before the somewhat leaky hydraulics gave up the ghost. But, in true Junkyard Wars tradition, out came the gas can, and the engine wheezed back into life. Big sighs of relief could be heard from all around as the boat settled into the trailer, and yes, we had a winner. It now sat at a graceful angle of 10 degrees up at the bow and cleared the back of the 4x4 by a total of 6.5 inches. Finally we had lift-off. Everything was connected up and we are ready to get underway. One last check to make sure that the chains were all secure and the highway would be ours. Oh really! On walking around the trailer, there was a delicate hissing sound and one of the tires was giving up the ghost under the additional weight of the boat.

Did I tell you we were in a junkyard? Well, quick searching around this time didn't locate a matching tire sitting in the corner, so and the next item on the agenda was to jack up the trailer and go in search of a tire. Our host for this little adventure ran a small engine service shop, so it was off to his place and sure enough one of the items that was in the rather rickety garage at the end of the yard was a tire changing machine and some tires. So, off with the old and on with the new and back to the

Continued on page 9



Legends of the Sea

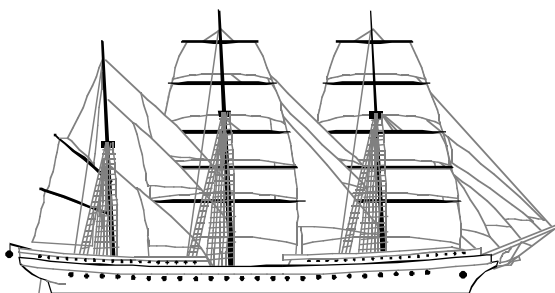
PHYSICIST ALBERT EINSTEIN WAS A KEEN SAILOR AND OWNED A SAILBOAT IN GERMANY UNTIL THE NAZIS 'TOTALLED' IT.

WHEN HE MOVED TO THE U.S.A. HE BOUGHT ANOTHER SAILBOAT WHICH HE DOCKED AT SUMNER POINT, PECONIC, IN EASTERN LONG ISLAND. THE 15 FOOT BOAT WAS NAMED 'TINEF', WHICH IS THE YIDDISH FOR JUNK, OR WORTHLESS.

HOW WAS HE AS A NAVIGATOR? ONE DAY IN 1939 HE DECIDED HE WOULD SAIL UP THE COAST TO VISIT A FRIEND. IN THE MORNING HE PHONED HIM TO SAY HE WAS ON HIS WAY.

AS THE AFTERNOON WORE ON THERE WAS NO SIGN OF EINSTEIN.

AS THE SUN WAS SETTING THE FRIEND RECEIVED A CALL FROM THE LOCAL POLICE WHO ADVISED THERE IS "A WEIRD LOOKING GUY WHO NEEDS A HAIRCUT, WANDERING AROUND THE BEACH, LOOKING FOR YOU!"



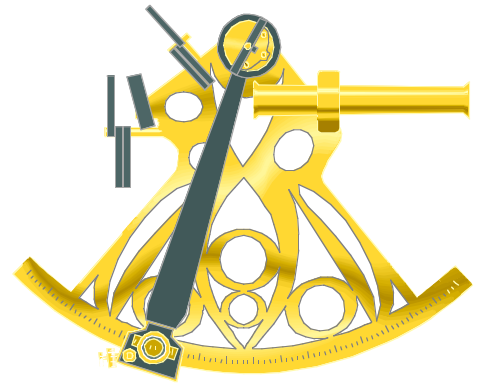
Editor's e-mail address is
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The Deadline for the
JUNE issue of
Spar & Prop is
May 31st



**Spar and Prop is available
in PDF format, readable
on a computer with
Acrobate Reader, by
e-mailing the editor.**



TH&SC REGALIA

Tilley type hats (Blue or White)	\$15
Baseball hats (Blue)	\$12
T-shirts (white)	\$12
Golf shirts (Blue or White)	\$25
Turtle Necks (Blue or White)	\$28
Fleece vests	\$50
Sew-on crests	\$ 4
Window decals	\$ 4
Burgees	\$15

\$5 extra to add a boat name
or your name.

\$10 extra to add XXL for vest.

Prices include PST & GST.

All products have TH&SC crest.
We have a fairly complete inventory of
specialty items available on request.
Current inventory is available from the
Officer of the Day or any member of
the Executive.

BUT, HEY!!! ...THAT'S THE ADVENTURE

by Eric Muff

*Home is the sailor, home from the sea
and the hunter, home from the hill.*

YOU'VE HEARD ME SAY THAT line of poetry many times. I'm saying it this time because I have just this minute returned from a complete circumnavigation of ~~some~~ South America. Fifty-eight days, twenty-two ports-of-call. Just bloody lovely!

If I live long enough you'll probably read all about it in the fabulous Spar and Prop.

But, first things first.

I believe we were aboard the good ship *Enchanted Isle*, heading for the lovely island of Guadeloupe.

If you were to look down at Guadeloupe from an aeroplane it resembles a giant butterfly. Actually, it is two islands, totalling 582 square miles, connected by a drawbridge that spans the narrow saltwater strait called Rivière Salée.

Guadeloupe is one of the Caribbean's culinary capitals and is home to more than 200 restaurants. Like its famous creole cuisine, Guadeloupe is a mixture of French, African and West Indian cultures, spiced later by East Indian settlers who contributed, among other things, the ubiquitous Madras.

They offered three island tours here, none of which I found exciting enough to partake—not even the rum distillery tour, I'm a Demerara man meself.

This is another "back aboard by 7:30 pm—sail at 8 day". Our next port-of-call being the lovely island of St. Kitts.

I was just thumbing through old Daily News papers I saved from both recent cruises and I noticed the difference in bar prices. On this ship, *Enchanted Isle*, mixed drinks were \$2.95 per. The ship I just left, *Olympia Voyager*, mixed drinks were \$4.50 per (prices quoted in US\$).

But, hey!!!...that's the high cost of living! Or should that read the cost of high living? Whatever.

"I think", he said, "If memory serves, I mentioned my close physical resemblance to 'Father Hagman', the resident pagan priest."

Strangely enough the resemblance was uncanny, height, weight, age, looks, the whole nine yards (or six and a quarter metres for you turncoats).

Can you, in your wildest dreams, imagine two of me? Get serious!



Quite frequently people would join me at "open sitting" meals and say, "mind if I join you, Father?"

At first I thought that some of my illegitimate offspring had tracked me down; but when I met the man I understood their dilemma. Scary stuff.

Now this is the first time I've ever been mistaken for a Roman priest. Though I have, on several occasions, been mistaken for our blasted blessed savior.

Decades ago, when I was in the work force, I've been known to drop into the local for a cool Guinness (upon occasion) and quite often total



strangers would come up to me and say, "Jesus Christ, are you here again?"

But, hey!!!...we can't help the way we look.

December 11, 2000 (my natal anniversary) and we gently come alongside in beautiful downtown St. Kitts.

You learn something new every day. I wasn't aware that St. Kitts is officially St. Christopher (were you?).

As Guadeloupe is said to resemble a butterfly, St. Kitts is said to resemble a cricket bat, and Nevis the ball, but then, it was a British possession for many centuries.

At the top of Brimstone Hill is an imposing fortress built in the 17th century, when the limeys and the frogs were continually lambasting each other. You know, like in Quebec.

This is one of our tender ports. I like tendering, far more romantic than stepping off on to a cruise ship pier and there's always the excitement of running for the last tender.

I can't recall anything of note happening here, so, can we have the next slide, please.

Everybody back on board by 8 pm and our tenders slung inboard we head for the island of Puerto Rico (the Rich Port) and beautiful downtown San Juan.

We arrive in San Juan about 8 am on Tuesday 12 December 2000 on a grand, warm, sunny day.

I've always liked beautiful, old ~~hysterical~~ historical San Juan (even if it does belong to the ~~excited~~ United States. I think I'm having trouble avec ma plume.

They have three tours here for sale, two in rainforests and one city and Bacardi tour. I pass. I can't see getting soaking wet and stumbling through the forest. If I could, I'd move to Stanley Park and did I mention, I'm a Demerara man?

I must give the devil his due. They have done a wonderful job of restoring the old, historic heart of the city, known as Old San Juan—seven square city blocks.

Founded in 1521, this is where 16th and 17th century Spanish colonial landmarks still pulse with activity in their present day amenities.

Located at the eastern end of the Greater Antillies, Puerto Rico measures roughly 100 miles from east to west and 35 miles north and south. The Cordillera central mountain range dominates the centre of the island, rising more than 4000 feet above sea level. The island was deeded to the excited States after the Spanish-American War in 1898. Remember the *Maine*? Another "semi" screw-up.

Puerto Ricans were granted U.S. citizenship in 1917.

En passant—don't buy no Cuban cigars from street vendors. They're Monte Cristos all right, but you'll need a plaster on yer arse to draw on them. Or wind up with a hernia. Must be factory rejects.

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But, Hey!!!

Continued from page 8

But, hey!!!...street vendors gotta live too.

I love the outdoor, sidewalk restaurants and bars, where you can sit in the sun (or shade) and sip a cool one and watch all the tacky tourists walk by.

By the way, I still have some of those Monte Cristos left, I can let you have cheap. Or how about a slightly used truss?

I'd better get a wiggle on, we've still got six or so ports-of-call to lie about.

Everyone back on board by 9:30 pm and we head for the island of St. Croix.

St. Croix, as you know, is one of the lesser known and more tranquil of the U.S. Virgin Islands. Once the province of rich planters, now only the ruins or restoration of more than a hundred sugar mills remain.

This island is home to the historic Danish towns of Christiansted and Frederiksted. We tied up in Frederiksted, a small, clean, well-run town, also duty-free.

I'll leave you here, in this tropical paradise, free to browse, eat, sip, shop, ogle and get to know these lovely island people.

I'll catch you up later. Enjoy.. ▲

Lady from Across the Sea

Continued from page 6

junkyard. By now, you are going, "Oh come on, pull the other one, its got bells on it", but honestly—I swear every word of this is true. Here we were sitting in the middle of a junkyard, changing a tire on the trailer. Finally, mount 'em up and move 'em out. Wagons Roll!!

To be continued ▲

TREASURER

Jeff Ante

PLEASE NOTE

Everybody, (crew, dry sailors and senior members) should attend or come by on Launch Day to pick up their new gate key as the lock is going to be changed on that day and the old key won't work afterwards. ▲

I-68 Rules for 2002

Continued from page 4

issued to each applicant age 14 years and older. Each part of Form I-68 will bear the photograph and fingerprint of the applicant. The fees for both individuals and families will remain the same.

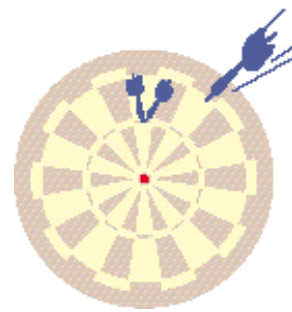
Under the Form I-68 program, applicants for admission into the United States by small pleasure boats are inspected and issued a single boating permit for the entire boating season. This permit enables them to enter the United States from Canada for recreational purposes without the need to report to INS for further inspection. United States citizens or lawful permanent residents and Canadian citizens or landed immigrants of Canada are eligible to apply for Form I-68. For those who are not United States Citizens (USCs) or lawful permanent residents of the United States, Form I-68 authorizes admission within the immediate shore area of the United States for no more than 72 hours at a time.

Boaters not in possession of a valid Form I-68 must either report in person for inspection at a port-of-entry or utilize one of the 33 OARS videophone stations each time they apply for admission to the United States. Under the OARS program, videophones installed at public marinas along the Canadian border provide an automated inspection service enabling two-way visual and audio communication between the inspector and the applicant for admission. Any non-USC who does not comply with these procedures will be subject to adverse actions under the provisions of the Immigration and Nationality Act. In the Buffalo District, OARS videophones are installed at the following marinas:

Buffalo District Videophone Locations

Waddington	Public town dock
Ogdensburg	Edwin Dobisky Recreation Building
City Marina	Morristown Public town dock
Thousand Islands	Front public dock (facing channel)
Sackets Harbor	Navy Point Marina
Oswego	Oswego Marina
Olcott	Public Dock Building
Wilson	Tuscarora State Park
Youngstown	Youngstown Yacht Club
Lewiston	Near the Riverside Inn
North Tonawanda	Pinochle Park
Clayton	Front Public Dock (facing channel)
Buffalo	Erie Basin Marina

Further information on the northern border small boat inspections program may be obtained from the INS internet site located at <http://www.ins.gov/> or by calling a local port-of-entry. ▲



DARTS REPORT

by Bill Martindale

THE DART SEASON IS OVER FOR another year and we are happy to report that TH&SC took second place in the Inter-Yacht Club League. The final results were as follows:

1st	HYC
2nd	TH&SC
3rd	CBYC
4th	ABYC

On Thursday, 4th April, TH&SC hosted the Awards Night. This was a gala event attended by CBYC, HYC and ABYC. The dinner was excellent and apart from the league awards, individual prizes were won by everyone participating. The evening finished with a game of 'Killer' which provoked a lot of laughter and fun.

Paul and Marie Evans worked very hard to make this a successful evening and were ably assisted by many people behind the bar and in the kitchen etc. To all these people we offer our sincere thanks for your combined efforts and for a job well done.

Incidentally, this was the tenth anniversary of the Inter Club Dart League, which was originally started by CBYC, ABYC and NYC. TH&SC joined the league in 1993.

There is one more evening of darts to take place on the 19th April, when we will play our own club championships. This will be the last event of the season and afterwards we will put away our darts for another nine months.


So, it only remains to wish everyone a safe and terrific sailing season which happily will be commencing very shortly. ▲





**OUR
EASTER
PARADE
ENTRY**



**OUR
EASTER
PARADE
ENTRY**

May 2002						
Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
						
Sailpast Dinner Tickets						
5	6	7	8	9	10	11
12	13	14	Warmup Race	15	16	17
19	20	21	Racie Series 1 Race 1	22	23	24
26	27	28	Racie Series 1 Race 2	29	30	31
Ice-breaker Race						
TIME TO TRY RACING, IT'S GREAT FUN!						

June 2002						
Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
						
YOU SHOULD HAVE DINNER TICKETS BY NOW						
2	3	4	Racie Series 1 Race 3	5	6	7
9	10	11	Racie Series 1 Race 4	12	13	14
16	17	18	Racie Series 1 Race 5	19	20	21
23	24	25	Racie Series 1 Race 6	26	27	28
30	LONG WEEKEND CRUISE TO HYC					
CRUISE TO HIGH-LAND YC						
SAILPAST						
1						

July 2002						
Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
						
7	8	9	Racie Series 2 Race 2	10	11	12
14	15	16	Racie Series 2 Race 3	17	18	19
21	22	23	Racie Series 2 Race 4	24	25	26
28	29	30	Racie Series 2 Race 5	31	EAST END CHALLENGE — RACE OR HELP OUT	
CRUISE TO HIGH-LAND YC						
1						
6						
13						
20						
27						