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SPAR AND PROP

APRIL, 2003

NUMBER 156



New TH&SC utility boat, due mid-summer.





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Calendar

Pre-Season Race Meeting—Thursday, April 17— All racers and cruisers welcome.

Easter Parade—Sunday, April 20—Join us while we march in the largest Easter Parade. The kids love it. You will too.

LAUNCH DAY—Saturday, May 3—Weather has NOT been our friend this year. Our preparation has to be concentrated this year. Up and at 'em people!

Warm-up Race—Wednesday, May 14—Shake down the crew and boat.

Race Series I, Race 1—Wednesday, May 21—The start of our season. Come out and have loads of fun and learn a lot too.

Ice Breaker Distance Race—Sunday May 25—Not around the buoys. Test your straight-line sailing skills.

Race Series I, Race 2—Wednesday, May 28—More fun.

Bronte In-Water Boat Sport Show—May 30, 31 & June 1—Over 70 in-water displays; sail and power; 15,000 sq.ft. indoor display.

Race Series I, Race 3—Wednesday, June 4—Still more fun.

SAILPAST—Saturday, June 7—A gala occasion. Come and join in the festivities. Sail, eat and dance.

Race Series I, Race 4—Wednesday, June 11—Best place to learn your boat.

Race Series I, Race 5—Wednesday, June 18—You will learn more about your boat and how to sail it on the race course than anywhere else.

Frenchman's Bay Yacht Club Cruise—June 21, 22—Visit FBYC, have a great time and lots to eat.

Rhumb Line Relay Race—Saturday, June 22—This is a team race that is not too serious. It is followed by Jimmy Buffet Night in the evening.

Race Series I, Race 6—Wednesday, June 25—And still more fun.

Canada Day Party—Tuesday, July 1—A party at the club for everyone. Watch the fireworks on the point in the evening.

Race Series II, Race 1—Wednesday, July 2—Series I was just your warmup, now is the time to show your skill and daring.

Race Series II, Race 2—Wednesday, July 9—The weather's hot, your crew is hot, show your stuff.

Race Series II, Race 3—Wednesday, July 16—The time is now! A couple of first place finishes will show them all.

Ninth Annual Wooden Boat Festival—Port of Newcastle Marina—Saturday, July 19—Wooden boats from all parts of Lake Ontario. Exit south on Mill St.

TWO BIG EVENTS

**LAUNCH DAY—Saturday, May 3rd
and**

SAILPAST—Saturday, June 7th

COMMODORE'S COMMENTS

Patrick Flynn

I COULD JUST RE-RUN February's article—weather's the same, message is largely the same.

Welcome Dennis MacCallum to your EB and as a flag officer of the club. I hope he has more luck than I did organizing Sailpast, especially the 'do not wander all over the lake' part.

Elsewhere I hope we have a complete report on a very exciting addition to the TH&SC fleet. It's been a while since we've added to our 'on water' assets. *MAC 1* promises to give us some badly needed capability to tow, rescue, set marks, work and play. Donald MacDonald has been an important part of the club since Day One. We plan on our Vice Commodore, Hydroplane being part of the launch ceremony sometime in August.

We've also got him looking for a hydroplane we propose to display somewhere in the building as a reminder of the days of speed and noise and everything else about THC now basically illegal within the GTA.

You've no doubt noticed an ongoing controversy in the media over Toronto waterfront visions. We sailing clubs are tending to land on the non-industrial side as part of the group that likes the water aspect of the lake—as opposed to the traditional Toronto visions of the lake and waterfront as (a) runway extension, (b) sewage treatment facility or (c) landfill opportunity.

So when you get emails or notices of public meetings/Ward 32 meetings about the Island Airport, the re-zoning of the eastern port lands for heavy industry (including incinerators), WES, the Downspout Disconnection programme, the TRCA breakwater proposal, please take some time to read them, maybe to get out to a meeting or two, write an email or two, forward an email or two and support recreational use of Lake Ontario. We've actually had some success for the little bit we've done so far. You'll now see frequent references to Coatsworth Cut and Ashbridges Bay as priorities for cleanup. 12 million dollars has been slated (versus the original 0) to control the CSO outflows starting within eight years (as opposed to no change initially planned for the first 25 years of a 100 year plan).

We're talking to many of the other waterfront clubs and Beaches resident's organizations. We're part of the

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HARBOURMASTER

Russ Germain

AT LAST, WE HAVE WEATHER that hints of the sailing season to come. (*Obviously this was written before April 3rd!—Editor*) Launch Day is just about here and our crews have been working hard on dock maintenance to see they're ready for a summer's worth of club activity. The labour involved is sometimes arduous, sometimes heavy, almost always tedious, and rarely pleasant. Every member who owns a boat owes these relatively few stalwarts their gratitude for stepping up to the plate and doing the grunt work that keeps our docks in good shape. These people deserve our full appreciation.

DOCK IMPROVEMENTS

Apart from regular chain, block, plank and barrel maintenance, we are making a few improvements to the docks. Please note that red cleats have been installed along the boardwalk to facilitate visiting boats tying up at the seawall. For anyone without a sound grasp of the obvious, they are painted red so you will see them and not trip over them. You will also notice the dock cleats are painted white, as are the handrails on the dock bridges. Again, this makes them more visible, especially after nightfall. We have installed anti-skid strips on the bridges for increased safety. We have labelled the ends of all the finger docks with reflective numbers and labelled dock ends with A, B, C, and D Dock signs. As well, A Dock end has two VISITORS signs. This will make the Officer of the Day's job easier when receiving and directing visiting boats.

Each dock has a captain, or Dock Master, who is responsible for dealing with any dock-related issues that may arise throughout the boating season. They are, A Dock: David Johnston (A 20); B Dock: Ghislain Gaumont (B 15); Jeff Ante (C 29); and D Dock: Del Schinkopf (D 11). Please see them if you notice any problems that need to be addressed.

BARGE

The barge has new planking and increased flotation. Many thanks to former Harbour Master James Brown and his crew of Mike Edwards and Randy Boyd for completing this project, so important to spring dock

maintenance and ongoing harbour work.

SECURITY

In my last S&P article I noted that 31 ladders were left unlocked under boats. I also advised that we would be securing those ladders. As of April 1 we have 18 ladders under lock at the mast crane. There is a notice on the club bulletin board about how to retrieve your ladder if it is one of those caught in the sweep. You may think this a bit excessive, but keep in mind that the Water Rats Club was broken into two weeks ago. It is not fair to the majority of those members who make the honest effort to secure their ladders that their boats and property should remain as vulnerable to theft as those who don't bother.

LAUNCH

Now, a few words about Launch Day. Our first priority is safety. I will reiterate this at the pre-launch meeting: it can't be stressed enough. I am asking our Safety Officers to be more active in reminding people about several things such as wearing hard hats when working in the crane's radius, staying clear of the crane work area if you are not part of a launch crew that's on shift, and keeping lines of sight clear for the crane co-ordinators. One particularly dangerous practice that continues despite repeated pleas is the issue of linemen continuing to hang on to the lines once a boat has cleared its cradle. Once the boat safely clears the cradle stop holding onto the line. Please do not argue with the Safety Officers if they remind you about a safety issue. They are doing their job and have your personal safety as their first priority.

We plan to break launch work into 90 minute shifts. The crane operator will be sounding his horn to mark these breaks. It is very important that you show up on time to take over your job when that horn sounds. It is not fair to those crew who have completed their shift to force them to continue working because someone isn't paying attention to the time.

I remind you that all are expected to sign in for the 7 am meeting AND SIGN OUT at the end of Launch Day. The day does not finish when the last boat splashes. The day finishes with the yard walk to clear it of nails, screws, blades, and other tire-

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PROPERTY MGR.

Lloyd White

AFTER THAT RIDICULOUS experience in December, I am beginning to enjoy being your P.M. again (no, that does not stand for Post Mortem).

I am trying to purchase some security cameras cheaply—not cheap cameras—good ones cheaply. I think I have a line on some that I am going to try to reel in, but until our new security systems are in place, I have been asked to advise all members to take precautions to protect your good stuff, i.e. remove from your boats, etc., as the break-ins are continuing—the Water Rats have been added recently to the broken-in list! Incidentally, Mimico just voted to spend up to \$100,000. for a security system!

Another factor that will add greatly to the security of our Club is the ensconcing of a full time Building Superintendent Couple (Club Steward). I have been trying to get Board support for this since early last year, but I encountered heavy resistance, the reasons for which are unknown to me. This resistance has now evaporated. It may take a little while, but I believe we should settle for nothing but the best help available, as we pay a good price. We are looking right now for someone to do the full job that Neil did, plus emergency repairs and other maintenance that most Supers are required to do.

The windows program is stalled because of logistical reasons, and the new BBQ has to be funded with new member initiation fees, and there is none of that yet. I engaged a professional interior decorator for direction and guidance in giving the main part of the interior of the clubhouse a makeover, but she, unfortunately, encountered her own timing problems, causing more delays. I will be doing her presentation myself at the April 2nd Board meeting, which will be history when you read this. Her services will be at no cost to the Club.

Still guarding your money as I would my own, and still your Property Manager, and doin' the best I can,... 'till next time. —



VICE COMMODORE

Mike Benson

WELL, AFTER A LONG AND hard winter, the Easter Parade signals the start of spring and a new sailing season. The Easter Parade will again take place along Queen Street in the Beaches on Sunday, April 20, 2003. Harry Peterson has again kindly offered his boat and trailer for the parade. If there are TH&SC members' kids who are interested in participating in the parade, please let me know.

The Easter Parade also means that launch is near and we're all trying to get those boats in order (if the snow ever leaves!). Membership cards will be available for all members on launch day. Also, your information that is in the club database will be available for you to check and correct. Please make sure you do check the information so that the club's database is as up-to-date as possible. That way the club can have a decent telephone directory, you're sure to get your Spar and Prop and next year's membership bill in a timely fashion!

As well, plans are underway to ensure an updated club website to be ready by launch or very soon thereafter. Andrew Porter is putting the finishing touches to a website management function which will allow the Executive Board to easily get up-to-the-minute information posted. This means we will be able to keep the website current and use it to keep you all informed on club activities, something I'm sure we all look forward to.

That's all for now. —



Commodore's Comments...

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community and since we're in the middle of the issue(s), you could consider that we are the canary in the mineshaft.

It's just part of sailing to be a keen observer of the sky, the wind, the water and the weather.

Which brings me back to the snow and the harsh reality that launch is three weeks away and the cover is still on *Spectra*. These things are sent to challenge us. —

Harbourmaster...

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puncturing garbage. And of course it goes without saying that no alcohol will be consumed any time during Launch Day operations.

And finally, a reminder that a paramedic will be in attendance during launch operations. Aaron Sperling or Bill McCracken will be available for voluntary inspections of members' first aid kits. Aaron says they look forward to discussing the latest improvements to medical supplies and procedures with anyone interested.

A special note of thanks to Ross Campbell who has been more than patient with my continual requests for advice and materials procurement. If there is any concrete left over from pouring the dock blocks we're putting a bulb keel on the *Table Dancer*.

Here's to a safe and fun filled summer of sailing. —

SECURITY

Why Does My Boat Insurance Keep Going UP?

HAVE YOU NOTICED ANY increase in your boat insurance? An article in the latest edition of GAM points out that last year Skippers' Plan insurance paid out claims in Ontario of more than 90 thousand dollars for stolen stern drives and 150 thousand dollars for stolen electronics. Some thieves are robbing to order and are targeting specific items. Others will grab anything that can be easily fenced. They'll seek the path of least resistance first: unlocked gates, unlocked ladders, unlocked boats and unattended equipment. Insurance premiums reflect the success or failure of vandals. We are part of that success or failure.

As you are probably aware, sailing clubs in the GTA have had some spectacular break-ins and thefts over the past year. The latest was at the Water Rat Sailing Club in the outer harbour last month. This is a good reminder for all members to secure their boats and be aware of who is on club property. It is especially important at this time of year when people may have extra tools and other valuable equipment on board as they tackle pre-launch work.

Lock your ladder when not in use. Remove it from club property when

FLEET CAPTAIN CRUISING

Chris Hanson

WELL, AFTER A LONGER than usual winter we are finally getting those telltale signs of spring and with launch quickly approaching I am anticipating the hubbub of activity down at the club.

As most of you know I have taken on the challenge of Fleet Cruising Captain and hope to live up to Dennis' mark. As I have been busy organizing this season's cruises and contemplating the amount of detail that will follow, it gives me more appreciation of the dedication and work that goes into creating and managing a successful cruising portfolio which is an important segment of TH&SC. Thanks Dennis and Chris.

This season's cruises hope to make for the best yet.

We have kept the distances relatively close to allow for a pleasurable sail with time for shore activities. This year we have two pool cruises in the itinerary; one at the Island Yacht Club with the last at Port Credit Yacht Club.

This year we will start off with a visit to Etobicoke YC and they will be coming to stay with us during the Beaches Jazz festival. We had a great time at Frenchman's Bay YC last year and we will be visiting them on our second cruise.

The traditional July 1st family picnic cruise will be based at TH&SC. Since the date falls on a Tuesday we decided to have the festivities of games and eats at home so we could also take in the fireworks off the Beaches.

I already have taken bookings from Burlington, Etobicoke and Whitby that want to stay with us during the Beaches Jazz Festival weekend and are eagerly ready to participate in our Calypso night on that Saturday evening. I am hoping that with 15 boats going to Island YC for our first pool cruise that same weekend, we will open up space at the club and help make it easier for the O.D.

Each cruise will have a food theme. A sign-up sheet with a deadline will be posted on the clubhouse bulletin board to allow time for the club we are visiting to pre-arrange berths and for us to have food count to provide

enough for us hungry cruisers. Remember there is a limit of 15 boats per cruise so don't wait till the last minute to sign up, and if you have to cancel please have the courtesy to contact myself as early as possible to allow (a) we don't purchase more food than necessary and (b), someone else may want to take your place.

For those of you that have yet to have the experience of sailing on a "club cruise" here are some great reasons to participate.

- The opportunity to get to know other members of your own club.
- The safety & comradeship of sailing in a flotilla.
- Interesting locales and other clubs facilities to experience.
- Incredible meals and appetizers that your club provides for you.

TH&SC 2003 Cruising Schedule

Etobicoke YC—May 31–June 1st

Frenchman's Bay YC—June 21–22

TH&SC (Canada Day)—Tuesday, July 1

Island YC—July 26–27

Port Credit YC—Aug 23–24

Take advantage of what your club has to offer and I hope you can make the time to come cruising with us.

Chris & Elizabeth —

NOTICE TO ALL MEMBERS

TH&SC is considering asking a Smart Serve instructor to give the course to our members.

We understand it will be completed in one evening with a short explanation, a video and completing a questionnaire at the end. The purpose of the course is that the Province requires someone to have completed the course to be in attendance when our club is issued a liquor licence.

Anyone interested in taking the Smart Serve course, please sign the enrollment sheet on the bulletin board or contact Dennis MacCallum (905-770-3125) or (maccalde@mpac.on).

Security...

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your boat is launched.

Lock your boat when you are not at the club.

Don't leave your possessions lying around unattended on club property.

If you don't know someone who is on club property ask them who they are. If they are there legitimately they will be able to readily account for their presence. You might just meet a new member or guest and make them feel a bit more secure knowing that others are watching out for their interests.

If you see someone acting suspiciously—especially at night—don't challenge them. Contact an executive member, or if you see a crime being committed, call the police.

If you see something that may be a security risk or a way to improve security tell an executive member. This is something that affects all of us. We need your eyes and opinions. —

PORTERS TO RECEIVE AWARD

by Jeff Ante

ANDREW PORTER, HIS WIFE, Lisette, and son, Gabriel are to be presented with the Toronto Police Community Service Award at a ceremony at police headquarters on Sunday, April 27, 2003 for their lifesaving of the three people from the lake. —

SILENT AUCTION Launch—2003

by Marilyn Goodman

ONCE AGAIN WE WILL BE holding a Silent Auction on Launch Day, May 3, 2003.

As before, all funds raised will be donated to the Mission for Seamen when Father Mulholland Blesses our Fleet at Sail Past.

Please donate your unwanted/unused items. Boat-related items are preferred, but we will be most pleased to accept all donations to raise funds.

All bids will close at 3.30 pm

Also on sale: Club Regalia, and Sail Past tickets. —

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

by Eric Muff

I THOUGHT I'D BETTER PUT THIS adventure on paper before the ravages of time erase it from my addled mind forever.

As you probably know, my freighter connection also books passage on small cruise ships that go on unusual voyages. You also know that I have *passed* the cutoff age for freightering (golden years, my arse) so even though I detest cruise ships, it's better than *not* sailing.

So, late in 2001 they advise me of a 58-day, educational adventure around South America—Lauderdale to Lauderdale.

I salivate! At this age I seem to do a lot of that, but I digress.

The cruise line is Royal Olympic, a Greek line, the vessel the *Olympia Countess*, the date, 19 January 2002 to 18 March 2002.

I immediately send in my deposit and start planning. After I had paid the full amount for the cruise I was advised that we had been upgraded—not better cabins, but a better and different vessel. Her name the *Olympia* ~~Voyeur~~ *Voyager*.

This ship was *so* new the paint hadn't even dried yet and her claim to fame was that she could cruise, comfortably, at 28 knots (apparently the "Old Man" liked to waterski). Shit! That's almost take-off speed. There was no extra charge for this new luxury.

Here is something I couldn't understand, and still can't. The name of the line is the Royal Olympic Line. The vessels were originally named *Olympic Countess* and *Olympic Voyager*, which makes sense. Why were they changed to *Olympia*? I asked about the ship and the answer I got was something to do with the Olympic Games (or should that read *Olympia Games*?). I don't know. Personally I think it was to take your mind off the Greek cuisine.

But, hey!!!...

All seriousness aside, she was a magnificent vessel, royal blue and white.

Here, Gerry, for your Book of Useless Statistics are the useless statistics:

| | |
|---------|-------------|
| Tonnage | 25,000 tons |
| Length | 590 feet |
| Beam | 24 feet |
| Draft | 24 feet |

| | |
|-----------------------------|----------------|
| Cruising speed | 28 knots |
| Air conditioning throughout | |
| Outside deck space | 30,000 sq. ft. |
| Swimming pool | 1 |
| Lounge | 380 seats |
| Dining room | 470 seats |



| | |
|------------------------------|-----------|
| Sky Lounge Disco | 138 seats |
| Card room | 30 seats |
| Piano bar | 104 seats |
| Deluxe statements and suites | 264 |
| Standard staterooms | 154 |
| Steerage | 1 (mine) |
| Passenger capacity | 836 |
| Crew | 360 |

Spartan! But, hey!!!...that's the adventure.

Sorry, I don't speak metric for you young people. Maybe you can find some nice, middle-aged person to convert feet into metres for you.

As most of you know, I am still acrophobic (don't shy away, it's not contagious) so I travelled to Fort Lauderdale via Amtrak. As I have told you before, if you travel east on Amtrak you *must* overnight in New York before heading south, if you travel west on Amtrak you *must* overnight in Chicago. You can't escape these greed-obsessed bastards.

Anywho! I was just getting a giggle out of my hotel bills. At the Comfort Inn on West 35th St. (walking distance from the train station) I paid \$134.10 for the room, \$1.08 for the room safe, three different taxes—\$11.06 sales tax; \$6.71 city/county tax; \$2.00 occupancy tax, for a total of \$154.95 (U.S. of course). Just for a shower and get-your-head-down for a couple of hours.

At the Comfort Suites in Fort Lauderdale, Florida where I stayed for two nights, I paid \$134.99 for the room, \$8.10 state tax, \$6.75 county bed tax. Second day, *same room*, \$143.99 for the room, \$8.64 state tax, \$7.20 county bed tax, for a total of \$309.67, U.S. of course. You figure.

On the ship it costs about \$102.00 per diem. For this I can shower, get my head down, stuff my guts twenty-four hours a day, *laze* (is that a word?) by the pool, *laze in* the pool, *laze in* countless bars, *laze on* the fantail (semi expression) whilst myriad, nubile, ~~bare-breasted~~, (scrub that, I was having

another senior moment) maidens double up to me bearing my favourite libation and other goodies.

But, hey!!!...who said *getting there* was half the fun?

We have a hostess on board from my Freighting Club. Her name is Robin and is originally from Eastbourne, in Kipperville. That's England for those who don't speak the language.

I believe when she is not hosting cruises for TravlTips she has taken up residence in Myrtle Beach, South Carolina, U.S.&A.

There are 155 TravlTips members on board and she is a priceless asset. She also prints handbills called Facts and Figures for all our ports-of-call and stuffs them under our cabin doors. Priceless.

Lauderdale is a lovely, and wealthy, southern town. To any of you haggis-bashers who may be eavesdropping, it was *not* named after Sir Harry, regardless of what the Presbyterian Church tell ye.

Million dollar yachts abound, only to be exceeded by multi-million dollar condos. A nice town to wind down in after two days on the train.

On the subject of trains, here's a cute quote from the witty Oscar Wilde. "I never travel without my diary. One should always have something sensational to read on the train."

Embarkation day is always one of excitement (and terror). Will I miss the ship? In some brochures the ship is listed as sailing out of Ft. Lauderdale others as sailing out of Port Everglades. Is Port everglades the Port for Lauderdale? Will my luggage go astray? Do I have my passport? Do I need visas for some of these countries? Shots? Most importantly, do I have my blood pressure pills?

Strangely enough, we always muddle through.

The hotel I stayed in ran a free taxi shuttle to the cruise ship terminal, so I trusted them to get me through my dilemma (hopefully that's plural).

If memory serves, we were allowed on board from noon 'till four-thirty, sailing at five.

At the prescribed shuttle time I humped my bags to the front door, paid my tab, filled my pipe and sat down outside for a quiet smoke.

"Hello Eric, fancy meeting you here."

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Legends of the Sea

SHANGHAI - THE PROCESS WHERE A SAILOR WAS SHIPPED AGAINST HIS WILL, USUALLY UNDER THE INFLUENCE OF ALCOHOL OR DRUGS (MICKEY FINNS) AS ONE OF THE CREW. THE PRACTISE OF SHANGHAI-ING WAS ESPECIALLY PREVALENT IN THE U.S.A DURING THE 19th CENTURY AT A PERIOD WHEN THE REPUTATIONS OF MANY CAPTAINS AND THEIR BULLYING MATES FOR FEROCITY FOR 'WORKING' CREWS MADE NORMAL RECRUITMENT UNLIKELY SHIPS NOTED FOR POOR FEEDING WERE ALSO CAREFULLY AVOIDED. TAVERNS AND THE QUAY SIDE WERE THE INTELLIGENCE CENTRES WHERE BAD SHIPS WERE KNOWN. THE SAILORS WERE DELIVERED TO THE SHIPS BY CRIMPS WHO RAN BOARDING HOUSES IN LARGE PORTS WHERE SEAMEN WOULD CONGREGATE, KIDNAPED BY WOMEN & DRINK. THE CRIMPS RECEIVED PAYMENT FROM SHIP CAPTAINS FOR EVERY MAN THEY COULD SHIP ABOARD ON THE EVE OF SAILING.



RACING CAPTAIN

Jamie Smallwood

Put down that tin of anti-fouling!
Stop polishing your topsides!
Forget about your brightwork!

Come to the

2003 TH&SC Racing Rules Night

Thursday April 17 at 7:30 pm

- Skippers, crew, and anyone interested are welcome
- Get the 2003 Race Schedule
- New to racing and want to know more? Now is the time
- Need crew—get the word out
- Want a boat to race on—get your name on the crew bank list
- Refresh the racing rules with the UK racing rules quiz
- Maybe a video

Refreshments will be served. BYOB

REAR COMMODORE

Dennis MacCallum

SOMETIMES YOU DO WHAT YOU HAVE TO DO. Sometimes you have to do what somebody wants you to do. Sometimes you become Rear Commodore.

Already I can see the job is going to be a lot of work, but along with the job came three committees and some really good help.

Jamie Smallwood not only is a good racer but is involved in the organization of racing. And thank goodness. The last race I participated in, I fell overboard! Chris Hanson not only participated in most all the cruises over the years since he joined TH&SC, but he and Liz have been involved from helping with the planning to doing the cooking. This year he has cruises planned to clubs with pools!

Kerry Cahill was the guy who stepped up to the plate and took over the responsibility for the club entertainment. He has done a terrific job on short notice and now with some room to maneuver will ensure the same fun events.

This year, thanks to John Morris' efforts, we are again hosting the East End Challenge. From what I hear the party after is as much fun as the racers had in the boats. Let's do it again this year and make TH&SC proud.

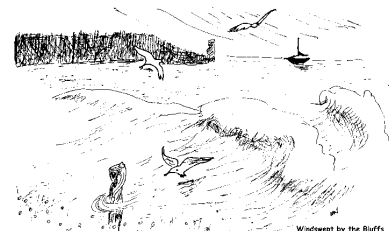
The reciprocal cards and invitations to visit our club are almost ready to go out, a little late perhaps, but with a new look which took a little time, members of other clubs will be anxious to visit us. That in turn makes us welcome at their club. We look forward to events at our club and different events and cruises to our reciprocal clubs.

Wednesday Night Racing and Fun Races are a large part of TH&SC and is the most common of all the events on the Events calendar. This year we have put in an extra order of racing wind and if used only when required should last the whole season. We asked for fresh breezes but can't be sure of the content until delivery. If you are not completely satisfied please see your Racing Captain since we put his name on the purchase order.

April Willson has asked the executive to permit a dry sailing program at TH&SC. I have encouraged her to draw up a sailing plan for presentation to the Board. She will need all the encouragement and support we can give her for her efforts. Any initiative of any young member to promote sailing at our club should be encouraged, not only to encourage the sport of sailing but for younger membership.

This year again we are asking that every member take part in as many events as they can, commit and carry through on work days, and remember that you could leave your boat tied to the dock and never sail out into the lake but that isn't what your boat was made for.

Let's have a great and safe sailing season. —



But, Hey!!!...

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"Egad," I think, "my creditors have tracked me down to this foreign soil."

But no, God is good. It was a couple I had sailed with on a previous cruise in the West Indies. They were also TravlTips members.

We sailed together in the *Enchanted Isle*. I don't know if I've spun you that yarn or not. If not, remind me when I'm done with this. Anywho, they were good company and we spent a few nights swinging the lamp. (That's sailor talk for spinnin' yarn of other trips.) They were from Carpinteria which I believe is in Californy.

We all managed to get aboard unscathed and sat about in various bars waiting for five p.m. and departure time.

But five p.m. came and went and we didn't depart.

"Ah!" says I. "I wonder if these blokes have done this before?"

But, then again, they *are* Greeks and this *is* America. Six p.m. comes and goes. Still alongside. Seven, eight, we have dinner, nine, ten.

Finally, around ten-thirty they finish provisioning ship and off we go like a herd of turtles.

I understand now, why this ship goes so fast. They have to make up time for screw-ups.

But, hey!!!...that's the adventure.

Before I go I'll give you a list of ports-of-call so you can oooh and aaah for a month or so 'till I return.

| | |
|----------------------------------|--------------------|
| Fort Lauderdale | U.S.A. |
| Ochos Rios | Jamaica |
| San Andres | Columbia |
| Port Limon | Costa Rica |
| Cristobal | Panama |
| Panama Canal | Panama |
| Balboa | Panama |
| Manta | Ecuador |
| Salavery (Trujillo) | Peru |
| Callao | Peru (four days) |
| Lima | Peru (four days) |
| Valparaiso | Chile (two days) |
| Santiago | Chile |
| Puerto Montt | Chile |
| Cruising the Patagonian Channels | |
| Cruising the Strait of Magellan | |
| Punta Arenas | Chile |
| Ushuaia | Argentina |
| Cape Horn | |
| Puerto Madryn | Argentina |
| Montevideo | Uruguay |
| Buenos Aires | Argentina (3 days) |

| | |
|-------------------|-----------------|
| Rio de Janeiro | Brazil (3 days) |
| Salvador da Bahia | Brazil |
| Recife | Brazil |
| Belem | Brazil |
| Devil's Island | French Guiana |
| Trinidad | West Indies |
| Barbados | West Indies |
| St. Thomas | U.S. Virgins |
| Fort Lauderdale | U.S.A. — |

WAYS AND MEANS

W&M Committee

MAJOR CLEAN UP COMING TO TH&SC

ONCE EVERY FEW YEARS whether it needs it or not, a major clean up and clear-out is conducted at TH&SC. This is the year! Please identify your property inside and around buildings and outside in the yard. Anything not properly marked with a members name will be disposed of, given away, or sold. Note, this includes dinghies on the dinghy rack and dry sail area but, does not include masts stored in the mast racks. Thank you. —

VISITS TO U.S.A.

WILL BE DIFFICULT

by Jeff Ante

INFO FROM BRUCE SMITH OF the US Customs office: While the US is on a terrorist Alert Level "ORANGE" or above the INS (Immigration and Naturalization Service) will not be issuing or honouring I68s. In addition the videophone program is suspended. If the alert level goes back to YELLOW, all programs are expected to recommence. Customs' 800 numbers are still operational, but will not satisfy the clearance requirements alone. In other words, if you are going to sail to the US side, phone in using the 800 number and take your passport. —

BEACH EASTER PARADE

THE BEACH EASTER PARADE IS said to be the largest in North America. TH&SC has always had a presence in this event. The kids love it, tossing candies to the spectators and seeing all the excitement.

Join us on April 20, either walking with our float or being one of the thousands of spectators enjoying this great event.

Watch for information on the bulletin board in April. —

FOR SAIL ARROW SAILING DINGHY with BEACH DOLLY

New Roller Furling Jib

A perfect boat to teach your children to sail

\$500 or best offer

Call Joan Willson at

416 759-1846

or email

joans_quillows@hotmail.com

Specifications:

Length — 12'4" Beam — 4'9"

Weight:

Hull — 125 lb All Up — 145 lb

Sail Area — 100 sq. ft.

Draught:

Board Up — 3" Board Down — 2'6"

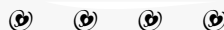
Buoyancy — 420 lb

Editor's e-mail address is

rwt@total.net



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.
E-mail the editor.



April 2003



| Sun. | Mon. | Tues. | Wed. | Thur. | Fri. | Sat. |
|------|------|-------|------|-------|------|------|
| | | 1 | 2 | 3 | 4 | 5 |
| 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| 27 | 28 | 29 | 30 | | | |

SCRUB, CLEAN AND PAINT—THIS IS THE MONTH!



May 2003



| Sun. | Mon. | Tues. | Wed. | Thur. | Fri. | Sat. |
|------------------------------|------|-------|------|-------|------|------|
| LAUNCH DAY ON THE 3rd | | | | | | |
| 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 25 | 26 | 27 | 28 | 29 | 30 | 31 |

Ice-breaker Race
 Bronte Boat Show
 Etobicoke YC Cruise

GET READY FOR CRUISING AND RACING



June 2003



| Sun. | Mon. | Tues. | Wed. | Thur. | Fri. | Sat. |
|------|------|-------|------|-------|------|------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 29 | 30 | | | | | |

June 22—Rhumb Line Relay—Jimmy Buffet Night



July 2003



| Sun. | Mon. | Tues. | Wed. | Thur. | Fri. | Sat. |
|------|------|-------|------|-------|------|------|
| | | 1 | 2 | 3 | 4 | 5 |
| 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| 27 | 28 | 29 | 30 | 31 | | |

Canada Day Party
 East End Challenge
 Jazz Festival
 Paté Challenge
 East End Challenge
 Paté Challenge & more

July 26—Paté Challenge; Calypso Night; Island YC Cruise; Jazz Festival