

SPAR AND PROP

APRIL, 2004

NUMBER 162



Happiness is

Easter - Chocolate

Spring - Launch

Summer - Sailing

Do I smell jelly beans?





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Calendar

Pre-Season Meeting—Wednesday, April 21—At 7 p.m. in the clubhouse. come and find out the details about racing and cruising for 2004. If you are looking for some racing experience on another boat, come and talk about it with the Rear Commodore. Race on Wednesdays, cruise on weekends—the best of both worlds.

LAUNCH DAY—Saturday, May 1—The docks are being repaired. The clubhouse is looking better every day. Time to think about what needs to be done to your boat before launch. Allow enough work time to complete all your tasks.

Celebration Pot Luck & Silent Auction and Yard Sale—Saturday, May 8—See page 11 for complete details.

Warm-Up Race—Wednesday, May 19—It won't count toward your prizes but come out and tune-up your boat, harangue your rusty crew and find out if anything breaks now, not during the first counting race.

Dufferin Bell Buoy Icebreaker—Sat. or Sun., May 22 or 23—The day to be determined. A good distance race to the other side of the island in conjunction with the ABYC fleet. More information to follow.

Series 1-Race 1—Wednesday, May 26—The first of our mid-weekly races around the buoys. Join us for fun and experience. This is the best way to find out how to get the most out of your boat and learn to sail her better.

Series 1-Race 2—Wednesday, June 2—The second of our mid-weekly races around the buoys. Join us for fun and experience. This is the best way to find out how to get the most out of your boat and learn to sail her better.

Cruise to Lakeshore Yacht Club—Sat. & Sun., June 5/6—The first cruise of the year. See page 10 for a complete list of this year's cruises.

Series 1-Race 3—Wednesday, June 9—The third of our mid-weekly races around the buoys. You can join us at any time for fun and experience. This is the best way to find out how to get the most out of your boat and learn to sail her better.

SAILPAST—SATURDAY, JUNE 12—Don't be left out! Be prepared to get your tickets for this gala day on Launch Day. Any leftover tickets available from Social.

Series 1-Race 4—Wednesday, June 16—The fourth of our mid-weekly races around the buoys. You can join the series at any time but the more races you sail the better you become and the more likely you could be a flag winner.

LAUNCH DAY

**Saturday, May 1st
7:00 am sharp**

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

**Check bulletin board
before Saturday for your
work assignment and
come prepared.**

MAKE YOUR SAILPAST PLANS NOW!

Discount available only
at Launch — May 1st

*Bring those cheque
books*

COMMODORE'S COMMENTS

Keith Willson

WELL HERE WE ARE, it's the end of March and Launch is just a month away. The regular hockey season is ending and sailing season is beginning. Since my last report several hard working members of our Club stepped forward and braved the cold and ice to place temporary floatation on our docks. On behalf of the members of TH&SC and the Executive Board—Thanks to all of you.

We were lucky, the ice went out very gently and we haven't had a serious blow since then. Our temporary measures seem to have worked. Now the real work begins. We need to replace about 60 barrels that have gone missing from all four docks. Then we need to relocate A-dock about 30 feet south of its present location back to where it should be. When you stop to think about the awesome power of Mother Nature that moved all the blocks and the dock one feels pretty insignificant. By now, Ways and Means has contacted you and set up work party assignments. We need everybody to cooperate, show up on time, and put in the time allocated.

Your Board freed up some of the frozen funds so that the BBQ Gazebo construction can proceed. In addition, the new environmental area will be started. At least the concrete pad will

be located and poured this year, perhaps more. A concept design for the north end of the property is being developed and will be posted for members' input later in the year.

The balcony is on delay.

Depending on the costs associated with repairing the docks and person hours expended we may decide to proceed with the balcony during the summer.

A few words about Spring prep. Remember, if you are planning to sand your bottom clean this year, shroud your boat from the waterline to the gravel. Nobody wants your bottom paint on their decks or fresh varnish. Waste oil should either be taken home or disposed of in the barrel marked "waste oil". Engine cooling systems should be drained of antifreeze which should be disposed of in the barrel marked "antifreeze". Remember, not only is it contrary to the Club's environmental policy, it is against the law to discharge antifreeze into the lake. We will be watching for offenders again this year and your Board will take appropriate action.

The Clubhouse looks terrific. The over-winter work parties have done a great job on the interior. My compliments to Dennis and crew. Come on down and see if you can figure out what's different.

Your Social, Racing and Cruising Committees have lined up a busy year of activities, both on and off the water. Check out the rest of Spar and Prop for details.

That's it for now. See you around the Club, sanding, painting, moving blocks, replacing boards. —

WAYS AND MEANS

W&M Committee

FINALLY SPRING! Those docks we have been looking at so sadly all winter will now get the much needed attention they deserve.

Real progress has been made inside the Clubhouse since February. Cleaning, painting, and maintenance work that was stalled last year will be fully completed by Launch Day. Our sincere thanks to the following people who helped get the job done. Ted Martin, Rosemary and Dave Johnston, Rob Bunn, Paul Savage, Margarete Ethier, John Soltys, Bill Martindale, Bill Comerford, Mel Ramsay, Gerry Van

Santen, Luis Raposo, John Phillips, George Shoemaker, John Redman, John Goba, Guy Lalonde, and Garry Thomson. Everyone seems to agree that the clubhouse is ship-shape.

Thanks also to Dennis MacCallum for his steady hand and professional direction through months of decision making. He also persuaded your Executive Board to open the club purse just enough to allow for the face-lift you will all enjoy this season. We didn't get the money for a major kitchen renovation which would have included a new fridge and commercial dishwasher. However, everyone seems to agree that a fresh paint job with nautical trim (thanks to Chris MacCallum) and a new larger serving window will improve operations and enhance the many parties and events planned for this year.

There was a suggestion made earlier for Ways and Means to request more work hours from the membership this year due to the sorry state of our docks. We already have crews booked commencing April 1st and 2nd, then all weekends throughout April. We are optimistic that with the full cooperation of these crews our needs will be met. As the work progresses we will be better informed and if need be will return to the membership and ask for more help.

With the increased use of e-mail the job of booking crews and contacting members has been easier this year. Your Ways and Means Committee thanks all members for their prompt responses to the call for labour. We have even enjoyed the pleasure of having new members, yet to take possession of their boats, step up for early work assignments before they are really required to do so.

Clearly the philosophy of TH&SC being a working club with all members doing their fair share has been demonstrated in the spirit of effort and personal pride that so many have shown. It is acknowledged and appreciated. Thank you. Happy Sailing in 2004. —

JUNE SPAR & PROP TO BE EARLY

by The Editor

In order to have Spar and Prop to Members before Sailpast, note the deadline for the June issue is May 21st.

Editor's e-mail address is
rwt@total.net

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The Deadline for the
JUNE issue of
Spar & Prop is
May 21st

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Spar and Prop is available in
PDF format, readable on a
computer with
Adobe Acrobat Reader.
Available from our website.

Website address is
www.thsc.ca

HARBOURMASTER

Russ Germain

IT'S BEEN A CHALLENGING winter, especially for the docks. By the time you read this we will have made a detailed assessment of the docks and work will be underway to repair, replace and otherwise ready the docks for launch.

Of particular concern is A-dock. It will require extensive work; the force of the ice moved it substantially north and the labour and hours needed to realign it will be considerable. If all goes well, A-dock will be ready in time to receive its boats. If not, we will be asking those who have slips on A-dock to be prepared to move their boats when requested and as needed in order to finish work. We truly hope it doesn't come to that. B-, C-, and D-docks also sustained substantial flotation damage. With a little bit of luck, good weather and hard work from our crews we hope to have most, if not all, of the work done by launch.

Thanks to John Philips we should have an electric winch on the barge, replacing the manually driven chain hoist. If this works according to plan it will make things a lot easier and quicker for dock maintenance.

Sailing members are to be congratulated for the dramatic improvement in locking up their boarding ladders; you effectively boosted our level of security just by taking the time to properly lock your ladder. Now, if we can just reduce our fire hazard a little more by unplugging those unattended shore power cords through the winter...

As you get your boat ready for launch add a couple more items to the list: Check your sling marks and see that they aren't directly over the cradle pads. If they are, move them slightly forward or aft so that, during haulout, the slings won't be trapped under the pads when the boat is placed in its cradle. This is the single, most time-consuming delay during haulout. By taking a few minutes to check this you will be helping to make haulout smoother and more efficient. Your land sling crew will thank you; your crane co-ordinator will thank you; your fellow workers will thank you. And while you have a paint brush in your hand check out how clearly your cradle or trailer is identified. If your name and your boat's name, bow and stern markings cannot be easily read,

now's the time to relabel. The cradle placement crew will forever be grateful. A few minutes' time spent attending to these important markers will make many people's lives, including your own, much easier come the fall. You may also want to check the condition of the license or name on your hull. It's one of the many things the police marine unit tends to notice when they are on patrol.

MAC 1 is now fully dressed with its name and lettering. After more unanticipated delay the federal registration process is underway. We expect to have the name *MAC 1* protected as unique in Canada in honour of our founding member, Don MacDonald.

The launch day instructions, job descriptions and crew assignments will be posted on the bulletin board in the second half of the month. Please read these postings carefully. Among other things, they contain specific instructions about preparing your boat for launch. If you still have questions, contact me before launch day.

And remember, safety is our overriding concern on May 1st. Aaron Sperling of The Life Saving Company will again be our paramedic on site.—

REAR COMMODORE

Ken Deas

I ALWAYS FEEL AS MARCH arrives that winter is over and then it goes on and on and on...just drives me crazy. I wonder if this is a universal feeling...or is it a stronger, more prevalent feeling, in the boys in men that go down to the lake in boats.

In any case it won't be much longer and we will be done with the scrubbing, the shining, the complaining about the increase cost of bottom paint, and be in the water.

Now the rush to get the mast up, to me, is an event that epitomizes what every function or event should be like at the club. Not too many people can do this job themselves, help is definitely required, and happily, definitely offered. If it's the first time you've done it—no problem—the offers to help come at you from all sides. If you've done it for years you have lots of help and usually a gallery of people waiting for your mistake and others waiting to enjoy the razzing you will get when you make it. The co-operation, the friendliness camaraderie

of this annual operation is really quite something...let's keep it going all year.

Your executive has worked hard this year (as they do every year) to provide you with interesting events. Whether you will race with us this year or take advantage of Chris Hanson's Cruises, commit yourself to using your boat. That in itself is your reward for the effort.

Wednesday evening is our regular mid-week race night, we would like to have you join us. However, if you are a little shy, consider the weekend sailings (races) that are very much like a book cruise, pack a lunch, bring a book, relax. Like a cruise, we are going to a specific location...the difference is simply that upon arrival at our destination, we turn around and come back.

Try it, you'll like it!!!

Whatever you do this summer it is our hope that it will be the best one you've ever had and that all your winds will be fair. —



**Donald MacDonald
1911-2004**

Don MacDonald, founder and Vice-Commodore—Hydroplane of TH&SC passed away peacefully on Saturday, April 10, 2004.

Funeral services were held on Monday, April 12 in Gananoque, Ontario.

Plans were being made for Don to attend Sailpast in June in order for him to officially launch our new support boat, *MAC 1*. He will be missed.

Our condolences to Don's family and all those who knew him.

PROPERTY MGR.

Dennis MacCallum

BEING PROPERTY MANAGER for the first three months feels like being a university student who just finished the first semester. We look behind us and see the work that got done doesn't seem anything like the effort that went into it. There are results though, thanks to our building army of people whose pride and efforts are appreciated. I am not going to mention or thank Wendy who again has put so much time and actual elbow grease into every project.

All of you who have been at the clubhouse recently, probably have noticed the changes in a way that we don't, as we have seen them in stages as they progressed. The 1st, 2nd and 3rd floors have all been painted, both walls and ceilings. The burgees have been removed for washing and will be replaced, probably by the time this reaches you. The kitchen has had a through cleaning, painting and modifying especially around the serving area.

You will notice the refrigerator looks like new. It also carries new guidelines as well as a new look. It now will be for club use including the temporary use of club members. It is not to be used for the summer storage of food for any member. It will be cleaned out every Friday night or Saturday morning. Anyone saving something on Thursday to Monday ought to label the container to save it from being removed. A sign will be posted until everyone gets used to the idea.

We will be putting in the new BBQ gazebo, hopefully to be in use before launch. We will not open it until it is safe to use, although it may not be completely finished. Another BBQ will join the present one. Because we want the structure to be safe and since there is propane involved we decided to wait for a Building Permit and have the structure inspected. Part of just doing the right thing.

There are other projects at the ready. As you know the Board required that all projects be put on hold except for those that had already been started until we knew the condition and cost of our docks. Now that it appears the damage can be estimated, some money for the immediate projects has been released. The environmental area for our used oil and anti-freeze will commence immediately. This area, along with the cooperation of

members, should help with the fear that we could be shut down from not having a disposal area. If the mess continued the way it was (is) going we all could be taking our disposal home with us. It stymies me when I see oil filters complete with oil still in them, lying beside the oil disposal barrel. I try hard to think it is not a member of ours who left it there.

Another project is part of a larger project. Because we are an aging population at our club, we need new members and one way we are considering is to have a drysail area. Also because we are aging we need washrooms closer. In the first stage, not to take any chances, this year we will start with the washrooms in the north end of the club property. The end result is that there will be both men's and ladies' but this year we may have only the money to get one serviceable with the other roughed in. In future years we will add the other modules to complete the drysail locker rooms, sitting area, and maybe, only maybe, a new fully equipped work shop that will be used as a workshop.

Because we are a self-help club, every member should know that the amount of work to be done should be equally shared among all the members. We are required to do a minimum of two days. If there is work to be done you may be asked to do more. But not before those who haven't lifted a hand have completed theirs. Thanks to all those who, without regard to time or money, came forward and have already done more than their fair share. I wish we had plaques for you all.

Just so you know, I like being Property Manager. I like working hard to improve things. I like the contributions from members who want to see our club a place for all of us to enjoy and share during our leisure hours. All our members are sailors and sailors as a whole are a proud bunch. Proud of how they keep their boat, equipment, and surroundings. So then, you should also know that just because I am Property Manager, that doesn't make me club policeman or your mother. If you don't want to put up with dog crap, garbage, or overflowing ashtrays in the work shop, try cleaning it up, or at least follow the club rules. Like it or not they are there for a reason.

There is a large garbage bin coming in to enable us to clean the

property. If you have anything at all lying around that you want to keep, for goodness sake, either take it home or put it with your cradle to be taken home. Because this is club property and not a repository for junk you don't want any more, we, as promised, are going to do a major cleanup. That means under, beside and beneath any building or fence enclosed by our perimeter.

To replace it all, we will get Dorothy and her crew to plant flowers and make it a place which we would be proud to bring our friends and acquaintances. We are hoping to get the big half-drum out, light some fires, and have some marshmallow or beef/pig roasts (?) as well as some new things like a horseshoe pit. This is our club, all of it, let's enjoy it.

There are numerous changes planned for the club. If you have ideas please let me know. Unfortunately we cannot just do everything we want. In consultation with the City of Toronto Parks and Recreation representative, I have learned that if we replace or alter the property in any way they must be advised. As well, the Toronto Regional Conservation Authority must be advised. I have taken on the responsibility of letting them know while we are in the planning stages. We have promised, as custodians of the property, to keep it clean, garbage free, and visually pleasing. We have a signed contract with them. We can use the property in exchange for yearly lease money and doing the right things.

We are sailors all. We will do the right thing. —



WOMEN IN WIND

by April Willson

ON FEBRUARY 21, 2004, my father (Keith Willson) and I went to the OSA (Ontario Sailing Association) dinner to recognize a "Celebration of Sailing: Women in Wind" at Port Credit Yacht Club. As most of you know, the OSA is a great organization for all sailors from all 'ships of life'. What you may not know is that the Canadian Yachting Association (CYA) has launched a program called "Women in Wind", devoted to helping women become sailors and inspiring and introducing women to the sport and life of sailing. This program is supported in Ontario through the OSA. For any of you who are interested, feel free to check out their website, www.sailing.ca.

The OSA chose to honour 87 women who have made many accomplishments in sailing. The honourees were divided into four categories; industry leaders, coaches, athletes, race officials and flag officers. I was very fortunate to be one of the honoured women in the excellent athletes category. I had a wonderful dinner and a great time. I was and still am very proud to have been recognized by the OSA. I would like to thank the Commodore, my father, Keith Willson and the rest of the Executive Board for thinking of me and submitting my nomination to the OSA. It meant a great deal to me, I learned a lot, met many very interesting people, and most importantly, had a great time.

I encourage the women of our club to go out onto the water, to race or cruise or even stay on land and help out the club, but most importantly, get involved in the club activities and sailing. Let's show the men what we're made of! Thanks again. —



April Willson with her award

FLOTSAM & JETSAM

Shadow

SHAKESPEARE THEATRE BY THE BAY

There is a proposed theatre for Ashbridge's Bay on the point opposite ABYC. The group behind the theatre is called Shakespeare Works and Shakespeare will be what they will play. The group is aiming for a June 17th opening but there is still money to be raised and rehearsals to be done. This year will be a year to hang onto your membership cards. If the theatre is a success, parking will be at a premium and I'm sure there will be guards at the entrance to Ashbridge Park Road many more times.



FLOTSAM & JETSAM

Shadow

DO YOU GET GAM?

GAM is a boating magazine with many interesting articles and ads which are for local boating products with an emphasis on sail. It's North America's oldest sailing magazine and it's based right here in Toronto. Articles range from the Island Bridge controversy to a recounting of one sailor's meeting when he was a boy of Orville Wright on his Georgian Bay island. Check out their website at www.gamonyachting.com

QUEEN MARY II A SUCCESS

According to a recent article, Cunard Lines' QM2 is a financial success. Built for the North Atlantic, QM2 is narrower and sleeker-looking than many cruise ships. Here are some of her specifications:

Passenger capacity—2,620

Crew—1,253

Tonnage—150,000

Length—345 metres

Height (keel to funnel)—71.9 metres

Decks—17

Speed—30 knots maximum

Dining rooms—six

Swimming pools—five (one under a retractable dome)

SAILPAST 2004

Saturday, June 12

All the trimmings—Blessing of the Fleet;
Sailpast Salute to the Commodore;
Dinner; Dancing to *Arden and the Tourists*

Get your tickets on Launch Day at
a discount or from any Social
Member at full price thereafter



Don't forget the Hors d'oeuvre Contest
before dinner

Three prizes—Originality; Taste; Overall

*A nautical theme will help win the approval of
the Judges*

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

by Eric Muff

WHEN LAST SEEN, I believe our intrepid hero was ~~whining~~ wining and dining with the "Belle of Sydney" (Oz, that is, not Cape Breton) after the Captain's ~~Piss-up~~ Champagne Reception en route to our first port-of-call, Cozumel, Mexico.

But...since I penned that last sentence I've been to Key West and back, arriving here, hopefully, in time to catch my Spar and Prop deadline.

It's just drive, drive, bloody drive!

Back to Cozumel. This is our first port-of-call since leaving beautiful downtown Fort Lauderdale (undoubtedly named after that old Scottish mariner, Sir Harry Lauder-dale).

We pick up our pilot (not Pontius, but Fernando) who guides us alongside at about 0600 in the beautiful port of San Miguel.

A scant eleven miles off the coast of Yucatan, 29-mile long Cozumel is one of Mexico's largest islands. Just about all hotels, restaurants, and shops are centered around San Miguel, on the western shore. San Miguel was originally called San Miguel de Cozumel. To the islanders it is known as "the Town"—I guess it's the only one. It boasts a population of 70,000 residents but in the tourist season this number doubles.

It is a pleasant, unpretentious place of pastel boutiques and the ubiquitous souvenir shops. Open-air bars and restaurants line the waterfront where I spent a lovely hour or so sipping Corona and ~~girl~~ people ~~ogling~~ watching.

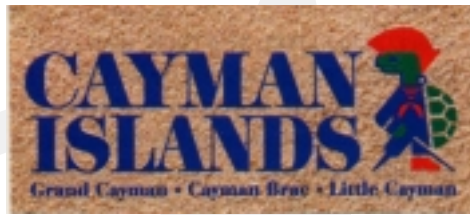
There are many shops and a small museum. There are also a few small, but interesting archaeological sites about the island. Many Mayan pilgrims once worshiped Ixchel, the Goddess of Medicine at a remote shrine, but the restored Maya-Toltec ruins at San Gervasio are much easier to access.

A goodly part of the island is national park land and it is certain that undiscovered sites still abound.

The island of Cozumel is fairly flat. The terrain varies from lush tropical jungle to brackish lagoons. The western shore of the island is lined with white sandy beaches and offshore coral reefs calm the surf. The east coast of the island has no reef system,

making it a little more rugged.

During the 17th and 18th centuries infamous pirates like Henry Morgan and Jean Laffite and others set up bases here and attacked passing



Spanish galleons from their sheltered hideouts. In them days, the town was known as Santa Cruz because Europeans discovered it on the 3rd of May, 1518, the Feast of the Holy Cross.

End—Part One—"History For Dummies".

When you come to the end of the pier the duty-free shop starts. It is the largest, longest duty-free I have ever encountered, like bleedin' Wal-Mart!

Once you leave the duty-free the whole area is set up like a small Mexican town. Anything of a Mexican flavour can be purchased in this area, you don't have to go to town, but if you do, it is only a short cab ride.

Got time for a humorous(?) ~~antidote~~ anecdote?

As we grow older our powers of retention wane—noticeably! Physically, as well as mentally, and I find myself spending more and more time in public washrooms.

Anywho, on this particular morning, I am in this aforementioned Mexican-type village, in a public washroom on my 49th trip. Well, it *seemed* like 49.

As I am standing at the "u-rine-al" I see, out of my starboard periphery, the figure of a person passing behind me. I momentarily choke; it is the figure of a female person. I totally choke. I says to myself, surely they don't have "u-rine-als" in the ladies rooms in Mexico. But ya never know.

She goes to the end of the room and opens a door and it dawns on me that she is the head custodian. (That's a play on words, Garry.)

I relax, slightly, but one eye follows her every move. She closes the door and comes towards me, flushing each "u-rine-al" in order. Again I choke—this can be detrimental to my health, and my psyche! She passes me by, without flushing and without comment (another blow to my psyche) and continued on her merry way.

Suffice it to say I will probably

hemorrhage before using another Mexican public facility.

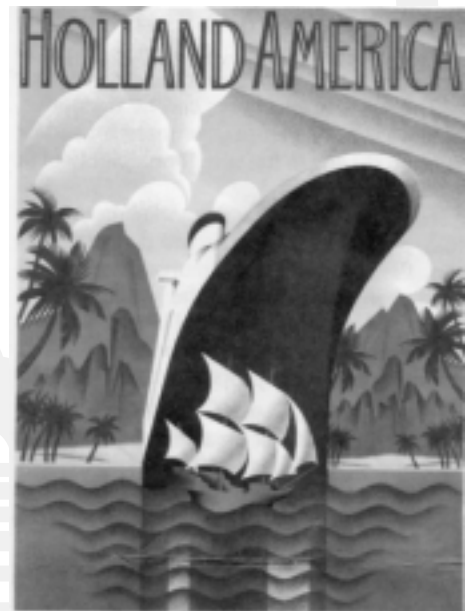
But, hey!!!...that's the adventure.

On leaving Cozumel we sailed on an east by southerly course towards the Cayman Islands (still British), God Save the Queen.

There is an expansive coral reef surrounding the Caymans and also an underwater cliff known as the Cayman Wall. This natural barrier protects nearly the entire circumference of Grand Cayman, and because of this shelter it is rare that waves over six inches ever reach these idyllic shores. The waters teem with a beautiful and diverse array of marine life. Mangrove trees line the magnificent beaches.

The British tone still abounds in the colony, old cemeteries, wood-framed churches, stately homes and well-to-do residents, number about 22,000.

Columbus discovered Little Cayman and Cayman Brac on May 10, 1503 when strong winds pushed him off course. It was his fourth and final voyage. He sighted many sea turtle colonies and named the islands Las Tortugas. Succeeding mariners



changed the name to Lagartos (giant lizard) and then to Caymanas (crocodiles) referring to large, indigenous iguanas.

The correct name for the colony is The Cayman Islands or Cayman and the natives get a mite pissed-off to be

Continued on page 8

But, Hey!!!...

Continued from page 7

referred to as The Caymans.

End—Part Two—“History For Dummies”.

Nothing startling happened here.

There is no room to come alongside here and one must anchor off-shore.

One? Shit! There were seven, count ‘em, seven, monster cruise ships anchored in the bay.

You can imagine what this surge of population does to an island the size of The Caymans. (I don’t care.)

There were *Zenith*, *Coral Princess*, *Inspiration*, *Voyager of the Seas*, *Grandeur of the Seas*, *Enchantment of the Seas*, (three ships of one line) and us, *Zaandam*. There wasn’t room enough ashore to fart.

But, hey!!!...that’s the adventure.

Leaving the Cayman Islands, we continue on an east by southerly course until we run aground in beautiful downtown Montego Bay, Jamaica. *Aye-ree, -mon*.

Author’s error—Let me take a side-closing pace to the rear. I neglected to inform you that the capital of the Cayman Islands is Georgetown, our port-of-call...but you sophisticates knew that.

Meanwhile, back in Montego Bay.

Now we’re getting into *my* climate—84°.

Six of us hire a small van and driver and set out to see the surrounding countryside. One of the highlights was a trip to the top of a mountain to the estate of the “Dewar Family”. You haggis-eaters know the Dewar Family, you’ve made them multi-millionaires. I still can’t fathom what the Dewars were doing in rum-country. It was high-on-a-hill, but it ain’t the “hee-lands”.

Anywho, it was a grand estate with a magnificent view of most of the island.

We ended up in downtown Montego Bay, I found some Guinness and the others found tacky souvenirs.

Tonight we sail on a northeasterly course towards the east coast of Cuba. Our destination is Half Moon Cay. This is a full day at sea.

During the day we steam on a northerly course passing through the narrow Mira por Vos passage. At this point we see Aklin Island passing approximately three miles off the starboard beam. We continue on a

north, northwesterly course passing ten miles off Crooked Island to starboard. During the hours of darkness we continue northwesterly towards Half Moon Cay passing Long Island, (*not* New York) Rum Cay (pity) and Conception Island (no comment).

Half Moon Cay is owned by the Holland America Line and is a winding-down spot before getting back to the “Excited States”.

They have beautiful, white sandy beaches, swimming, para-sailing, ki-yaking, sunning, nature trails, steel drum bands, BBQs, you-name-it. Total relaxation.

There are no alongside facilities here and tendering is the order-of-the-



day, like in the Cayman Islands; and it’s usually fun.

Being a non-swimmer I take off my shoes, roll up my trous (good line for a song) and wade up and down the beach, looking for sea shells and/or nubile, young wenches (dream on, you old fool).

But, hey!!!...that’s the adventure.

A very pleasant interlude.

As the sun sets, we up-anchor and head for the Providence Channel and the Strait of Florida and our final port-of-call, Port Canaveral, Florida.

Farewells are said at the last ship-board dinner and addresses are exchanged (though seldom acted on).

Last minute gratuities, last minute good-byes, last minute packing, and it will soon, *all be a memory*.

But, hey!!!...that’s the adventure.

P.S., Now, if Richard doesn’t send me off on *another* of these *crummy* assignments, next time we’ll get back to our long suffering, South American, circumnavigation.

P.P.S., On the last night out, the Filipino crew put on a stage show for us and it was phenomenal. All things native to their homeland.

I was quite friendly with the master-of-ceremonies (as he also served as a bar steward) his name was Lucio San Luis and went under the pen name of “Louie Louie”. When he would smile you would bet the crown jewels it was Tiger Woods. Uncanny!

’Til next time. Stay well. —

MORE CRUISING

by Dennis MacCallum

I RECENTLY FOUND the following, written by Sterling Hayden.

Why?

To be truly challenging, a voyage, like a life, must rest on a firm foundation of financial unrest. Otherwise, you are doomed to a routine traverse, the kind known to yachtsmen who play with their boats at sea...Cruising, it is called.

Voyaging belongs to seamen, and to wanderers of the world who cannot, or will not, fit in. If you are contemplating a voyage and you have the means, abandon the venture until your fortunes change. Only then will you know what the sea is all about.

“I’ve always wanted to sail to the south seas, but I can’t afford it”. What these men can’t afford is not to go. They are enmeshed in the cancerous discipline of ‘Security’ we fling our lives beneath the wheels of routine—and before we know it, our lives are gone.

What does a man need—really need? A few pounds of food each day, heat and shelter, six feet to lie down in—some form of working activity that will yield a sense of accomplishment. That’s all—in the material sense and we know it. But we are brainwashed by our economic system until we end in a tomb beneath a pyramid of time payments, mortgages, preposterous gadgetry, playthings that divert our attention for the sheer idiocy of the charade.

The years thunder by. The dreams of youth grow dim where they lie caked in dust on the shelves of patience. Before we know it the tomb is sealed.

Where then lies the answer? In choice. Which shall it be—bankruptcy of purse or bankruptcy of life?

—Sterling Hayden

FLOTSAM & JETSAM

Shadow

BARLOW WINCH PARTS AVAILABLE

If you need parts for your Barlow winches contact Don Bland from A-dock at blandone@hotmail or 905-428-7380

CANADA DAY !

Come, Celebrate Canada Day at TH&SC. Yes! We will be holding our annual Family Picnic at the Club. For many years we would sail away to other clubs or the Island but last year was so successful we have decided to keep it at the club.

When? Thursday July 1st

Where? TH&SC Patio

What? A pot luck (contest) You bring the appetizer or salad or desert

The Club will pitch in and buy the shish kabobs, juice and hot dogs, etc., for the kids.

All this will begin around 4:00 pm with activities for all. Along with prizes for the best and the most interesting. How? Sign up in the club house with your name, how many people and what you are bringing. The sheet will be available after Launch Day. For further information please contact:

Joan Willson at 416 - 759-1846 or joans_quillows@hotmail.com

OFFICER OF THE DAY PROGRAM

by Joan Willson

THE OOD PROGRAM is for all members. If you want to fulfill your work commitment to the club as an Officer of the Day, there will be a sign up sheet available in the club house starting the first of April. At the AGM in December a motion was made to the effect that all members could be asked to do four (4) hours as OOD. (The exact wording can be found in the minutes posted in the club.) Should there be any hours not filled, then, the Executive Board can ask members to fill those hours.

I will be holding an information session on Launch Day, May 1st between the hours of 10:00 am and 2:00 pm. I will be on hand to explain the schedule and the duties as well as answer any questions you may have. I strongly suggest you look over the material provided that day if you have never done this duty before.

Any further questions or input can be sent to me at joans_quillows@hotmail.com or 416 -759-1846 —

DARTS REPORT

by Paul Evans

WE ARE CURRENTLY in second place in the Inter Club Dart league with one game to go at HYC on April 1st. CBYC is the current leader by 8 points.

We have managed to install some new lights over our dart boards and are hoping to upgrade the actual Dart Boards later this year to make them look much nicer. The new pool table is also getting some use on our Friday nights. Too bad more folks don't come out and have some fun. It's also a good excuse to wander by your boat and make sure it is still there. —

SUMMER ON VELEDA

by Aubrey Millard

HI FOLKS, we will be returning to *Veleda* mid-March. Our plans are to leave Toronto March 15 to spend 10 days in England visiting friends there and then fly on to Istanbul to board *Veleda* and get her in the water within a few days. We then will spend some time around the Sea of Marmara and Istanbul waiting for the weather to settle down in mid-April when we will head back into the Black Sea.

We plan to sail north, coasting along Bulgaria for a few weeks, then Romania until the end of May when we will go into the Ukraine for a month or so, going up the Danube delta, around Odessa, then down the

Crimean Peninsula to Sevastopol before heading back directly (a 300 mile passage) to Istanbul the end of July. Incidentally, there is a KAYRA Black Sea Rally this summer, but we are not going to wait around for it to depart Istanbul in July, as we will go back down the Dardanelles and along the Turkish Aegean coast to Kusadasi where we want to visit Ephesus, a Biblical city (remember Paul's Letter to the Ephesians in the New Testament?), as well as an ancient Greek and Roman settlement.

From there we will enter the Greek Aegean at Samos and work our way down to Crete where we will spend a couple of weeks exploring the island by land and sea. From there in September we will make another long (500 miles) passage to Sicily, going through the Straits of Messina to the Lipari Islands and up the west coast of Italy to winter in a marina just outside of Rome.

We are looking forward to getting back on *Veleda*. We have been back for over nine months; too long away from her! —

FLEET CAPTAIN CRUISING

Chris Hanson

IT HAS BEEN A BUSY SPRING planning the upcoming season's cruises.

We have added a couple of weekend dates totaling to six destinations including a pool cruise to Port Credit. The format will follow last year's with a food theme for each.

We have kept the distances relatively close to allow for a pleasurable sail with time for shore activities. By adding two dates we hope this will attract more would-be cruisers and also allow more flexibility to those trying fit the dates into their busy summer schedule.


The traditional July 1st family picnic cruise will be based at TH&SC. This year Canada Day falls on a Thursday, so we decided to have the festivities of games and eats at home so we could also take in the fireworks off the Beach.


This cruising season we will start off a week later than last, hopefully allowing the combination of warmer weather and the extra time to get your boat shipshape. Our first cruise will visit Lakeshore YC and they will be coming to stay with us that same weekend.

I already have taken bookings from Burlington, Etobicoke and Bluffer's Park Yacht clubs who want to stay with us during the Beach Jazz Festival; and I am hoping that with 10-15 boats going to Frenchman's Bay YC that same weekend, we will open up space at the club and help make it easier for the O.D.

As I wrote in last year's articles, the club provides the organization and meals, guaranteeing a splendid time for all. Take advantage of what your club has to offer and I hope you can make the time to come cruising with us. —




It's almost Summer! 



The Experience of a Lifetime!

Summer is almost here, and we're really excited about the great sailing we have planned this year! We are sailing the Great Lakes from Lake Ontario to the North Channel. This promises to be a memorable season, and the perfect way to welcome you and many other young people into the world of tall ship sailing.

 For Summer 2004 schedule:
www.tallshipadventures.on.ca
 Call (416) 596-7117
Also ask about our bursary program

FLOTSAM & JETSAM Shadow

300-KILOMETRE RACE FOR LAKE ONTARIO

The 15th annual lake Ontario 300 long distance race will go again starting on Thursday, July 15th. Two fleets will leave at the same time but the white sail fleet will travel a shorter distance than the spinnaker fleet. For more information check the website at www.lakeontario300.org

Your teenager can
Reach Higher Goals



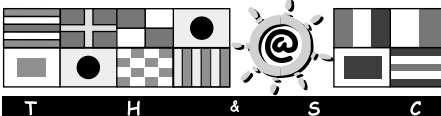
6 to 10 day Adventures on the Great Lakes

No sailing experience required
 Ask about our bursary program

For Summer 2004 schedule:
www.tallshipadventures.on.ca
 Call: (416) 596-7117








The Experience of a Lifetime!

C R U I S I N G



T H & S C

2004 CRUISING SCHEDULE

	<i>Lakeshore YC</i> — June 5-6
	<i>Mimico CC</i> — June 26-27
	<i>TH&SC (Canada Day)</i> — Thursday, July 1st
	<i>Bluffer's Park YC</i> — July 10-11
	<i>Frenchman's Bay YC</i> — July 24-25
	<i>Port Credit YC</i> — Aug. 21-22
	<i>Etobicoke YC</i> — Sept. 11-12

Each cruise will have a food theme. A signup sheet with a deadline will be posted on the clubhouse bulletin board, so as to allow time for the club we are visiting to pre arrange berths and for us a 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 can 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 and camaraderie of sailing in a flotilla.
- Interesting locales with other club facilities to experience.
- Incredible meals and appetizers that your club provides for you.



2004 Celebration Pot Luck

Saturday, May 8th, 2004

Got something to celebrate?

Happy to be back in the water? New part for your boat? An anniversary? Anything at all???

Well come on down. To your club; TH&SC

Many years ago, it was tradition to celebrate the great feeling of getting your boat back in the water. It was a right-of-passage, the true arrival of spring and eternal hope of a great sailing season. The years have passed and it's tough to celebrate after a hard day's work on Launch Day.

This year a Pot Luck Celebration is planned for anybody who would like to join in. Admission is any dish you care to bring. You don't have to ask anybody what course it is, or what kind of flavour. Just come and bring **WHATEVER YOU WANT TO BRING.**

Our ovens will be up and running, we have dishes and flatware for 100. We have a clean new kitchen and a new serving window and we would like to see you at our re-newed club.

We start at 6:30



Celebratory cake provided by Marjorie Patterson at the latest "Soup Night" organized by Marie and Bill Middleton.



"Dutchboy" entering Coatsworth Cut. Ernie Brauer and Guenther Boesch's boat, circa 1965.

SILENT AUCTION AND YARD SALE

Saturday, May 8th
10:00 am

Please bring your donations and help us raise funds once again for the mission for seamen. We will auction the larger or more valuable items (and those requested), and have a Yard Sale for all the rest.

Your contributions are most gratefully received.

Questions or to help: Please call Marilyn Goodman at 416-332-9408





April 2004



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
RACING/CRUISING MEETING						
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	Execu- tive Meeting	20	21	22	23
25	26	27	28	29	30	
CLEAN, PAINT, FIX — FOR SOON WE LAUNCH						



May 2004



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
GET READY FOR LAUNCH DAY						
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	Warm- up Race	19	20	21
Ice Breaker Race?	23	24	25	Series 1 RACE 1	26	27
30	31	ICE BREAKER AND FIRST RACE				



June 2004



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
Cruise to Lake- shore YC	6	7	8	9	10	11
13	14	15	Series 1 RACE 3	16	17	18
Rhumb Line Relay?	20	21	22	Series 1 RACE 4	23	24
Mimico Cruise	27	28	29	Series 1 RACE 5	30	
LET'S GET EVERYONE OUT FOR SAILPAST						



July 2004



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
4	5	6	Series 2 RACE 2	7	8	9
Bluffer's Park Cruise	11	12	13	Series 2 RACE 3	14	15
TH&SC Open Regatta	18	19	20	Series 2 RACE 4	21	22
French- man's Bay Cruise	25	26	27	Series 2 RACE 5	28	29
A GOOD MONTH TO GO CRUISING						