

# SPAR AND PROP

APRIL, 2005

NUMBER 168



**Launch Day 2005 — May 7**





## Toronto Hydroplane and Sailing Club Executive Board

COMMODORE  
**Keith Willson**  
(416) 759-1846

e-mail: kwillson@sympatico.ca

PAST COMMODORE  
**Vacant**

VICE COMMODORE  
**Marilyn Goodman**  
(416) 429-2598

e-mail: shandy@colosseum.com

REAR COMMODORE  
**Ken Deas**

(416) 691-2525

e-mail: keldy@look.ca

HARBOUR MASTER

**Ross Campbell**

(416) 249-4095

e-mail: rcam@rogers.com

PROPERTY MANAGER

**Dennis MacCallum**

(905) 770-3125

e-mail: MACCALDE@mpac.ca

TREASURER

**Mike Baker**

(416) 481-5461

e-mail: thebakers@sympatico.ca

SECRETARY

**Eva Baker**

(416) 481-5461

e-mail: thebakers@sympatico.ca

RACING FLEET CAPTAIN

**Jamie Smallwood**

(416) 694-2905

e-mail: smallwood@idirect.com

CRUISING FLEET CAPTAIN

**Chris Hanson**

(416) 423-0845

e-mail: lothlorien.cs27@sympatico.ca

WAYS AND MEANS

**Patrick Lyons**

(416) 438-1716

SOCIAL CHAIRPERSON

**Sylvie Lavoie**

(416) 483-9607

e-mail: waking@iname.com

RECIPROCALLS OFFICER

**Peter Martyn**

(416) 822-4345

e-mail: pmartyn@world.oberlin.edu

TH&SC Website—[www.thsc.ca](http://www.thsc.ca)

# Calendar

**Water Safety, Club Security and Racing Rules Meeting—April 27—**On Wednesday evening, April 27 at 7:00 p.m. Constable Gary Gibson of the Toronto Police Marine Unit, will be at the club to address and advise us on the subject of water safety and Club security, followed by a review of some racing rules for 2005 by Jamie Smallwood. All members are invited and should attend.

**LAUNCH DAY—Saturday, May 7—**How about that! Another few days to get your boat ready. Take advantage of all the nice days you can during April and the first six days of May. Launch details will be in the April issue of Spar and Prop.

**Dufferin Bell Buoy Icebreaker Race—May 21 or 22—**Possibly with ABYC. A fine time for experts and beginners.

**Series 1, Race 1—Wednesday, May 25—**Start the mid-week season right. Get the jump on those who will not join us until later. Check the bulletin board for details. A great place for new racers, crewing or using their own boat.

**Series 1, Race 2—Wednesday, June 1—**A great time for new racers, crewing or using their own boat.

**Cruise to Lakeshore YC—June 4 and 5—**A great club to visit in the west end.

**Series 1, Race 3—Wednesday, June 8—**A great time for new racers, crewing or using their own boat. It's time you were on the water.

**SAILPAST—Saturday, June 11—**All the trimmings, Blessing of the Fleet, Salute to the Commodore, dinner. Get your tickets on Launch Day at a discount or from any Social Member at full price thereafter.

**Series 1, Race 4—Wednesday, June 15—**A great time for new racers, crewing or using their own boat. If you haven't been out yet, practice for the next Series.

**Rhumb Line Relay—June 18 or 19—**The oddest and most fun sailing you'll ever experience. A team event. Come out and have a wonderful time.

**Series 1, Race 5—Wednesday, June 22—**A great time for new racers, crewing or using their own boat. Last race of this Series. New trophies next week.

**Cruise to Bluffer's Park YC—June 25 and 26—**East this time. Not as far but very isolated and enjoyable.

**Series 2, Race 1—Wednesday, June 29—**Start of a whole new racing series. If you didn't do well in Series 1, now is the chance to put your practice to work.

**Cruise to Port Credit YC—July 1 to 3—**A pool cruise on Canada Day weekend.

**Series 2, Race 2—Wednesday, July 6—**The evenings are long, the weather is warm. Come and join us.

**Paté Challenge—Saturday, July 9—**Another sailing "race" full of fun. Whip up a wonderful paté and your poor race might not matter.

## LAUNCH DAY

### Saturday, May 7, 2005

*See postings in April on the bulletin board for time  
and Duty Roster*



# COMMODORE'S COMMENTS

Keith Willson

**O**K, ENOUGH ALREADY! Spring has arrived, the clocks moved ahead, we participated in the Easter Parade and here I am sitting here watching a blizzard outside.

Speaking of the Easter Parade. Thanks again to Harry Pieteron and everybody else who came out to support the Club and the Beaches Lions Club. The day was cool but on the few occasions that the sun came out it was quite pleasant. The parade was a little smaller this year because the R.C. Harris Filtration Plant construction made the usual marshalling area not useable. The Lions Club officials took this in stride and did their usual fantastic job of putting it all together. We all had fun but the best comment of the day came from the Police Officer on point duty at Coxwell and Lakeshore. After stopping traffic to allow us to turn south towards the Club he approached Harry's bright red truck, pointed to the very large stuffed Easter Bunny prominently displayed on the hood and proclaimed "Looks like a Hit and Bunny Run to me, might cost you a chocolate egg". Fine gratefully paid.

Update on the lease. We still don't have one. At the last Council of Commodores meeting held at the beginning of March we were all informed that the City had not presented us with draft four which was expected in December. The legal council, acting on behalf of all the affected Clubs, remains optimistic that we will have an acceptable document before the current lease expires on July 31.

Many Clubs, ourselves included, are planning expansions and/or capital improvements for 2005. Legal Council advised us all to proceed with obtaining the necessary permits but not to proceed with actual construction until we have signed the lease. The City has indicated that they are prepared to negotiate the Club specific Schedules first with those Clubs planning capital work. I have made sure that we are on that list.

Hopefully, that will answer your next question "So what's happening with the balcony?". Further on in this issue of Spar and Prop you will see a full page diagram of the proposed second floor balcony. We are proceeding with the blueprints and

Building Permit applications with the City. We will not, however, proceed with any construction until we have a signed lease. This may mean that many of us will not be putting in our full work party commitment to the Club this Spring. We may have to wait until the Fall and then put on a full court press with the major construction happening this Fall and into the Winter.

With the coming of launch, just a mere five weekends away, it is now the time to become increasingly aware of security around the Club. Please look out for each others property and challenge strangers. They may be new members, they may be people interested in joining or they may be somebody looking for the opportunity to help themselves to somebody's property.

That's it for now. See you down at the Club, washing, waxing, trying to find the source of that annoying leak I discovered last summer, and hopefully fixing it. ▲

## A BAD SAILING DAY—1



## OFFICER OF THE DAY PROGRAM

by Joan Willson

# OOD Program 2005

Sign-up calendar is now available in the clubhouse

Hours — FRIDAY 16:00 - 20:00

SATURDAY & SUNDAY

11:00 - 15:00

15:00 - 19:00

HOLIDAY MONDAY'S

15:00 - 19:00

For further information contact

Joan Willson at

416-759-1846 ▲

# VICE COMMODORE

Marilyn Goodman

**M**Y THANKS TO ALL who took part in the Easter Parade this year, with special thanks to Harry Pieteron and his wife Karen who not only supplied their boat yet again, but also for the great sense of fun they both have which helped everyone get into the spirit. We were very lucky to have a nice sunny day although still a little chilly. My thanks also to Josh & Gabriel Porter, Nicoll and Kira Edwards, and Kira's friend Teresa, who helped give out the candy.

We are pleased to welcome two new Sailing Members to our Club—Barry Mosiondz with his wife Jacqui, and Neal Claussen. Welcome too to our new Crew members—Christine Caldwell, Paddi O'Neill, Greg Blair, and Billy Hyndman. Please introduce yourselves to our new members in the usual friendly TH&SC style, and help them settle in.

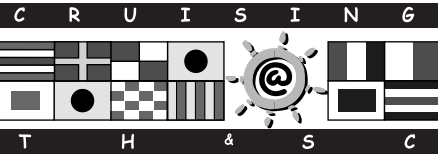
Please keep our Silent Auction in mind when spring cleaning, and this year we will be raising funds for the Disabled Sailing Association of Ontario. The Silent Auction will be held on Launch Day—May 7, 2005. Please bring in your gently-used donations the night before or early Launch Day morning.

To boost up security, the Club is installing a new entry system which will be activated on Launch Day, May 7th. Please make a point to stop by the table in the Club House to pick-up your new Membership, Guest and Parking Cards, plus a new Membership List—and most important—your new magnetic key. One key will be issued to each member, and an additional key can be purchased at cost for your spouse. The price for additional keys is not yet finalized, but expected to be around \$10.00.

The existing key pad will remain in place. The key pad entry will be used for weekend visitors and functions and the temporary code de-activated at the end of the weekend. ▲

## A BAD SAILING DAY—2





## 2005 CRUISING SCHEDULE

Each cruise will have a food theme. A sign-up sheet with a deadline will be posted on the clubhouse bulletin board to allow the club we are visiting to prearrange berths. This also helps with a food count for all our hungry cruisers. Remember there is a limit of 15 boats per cruise. Don't wait till the last minute to sign up. If you have to cancel, please have the courtesy to contact Cruising Captain Chris Hanson as early as possible. *This is important for accurate food purchasing and it allows someone else 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.

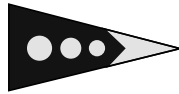
- The opportunity to get to know other members of your own club.
- The safety and camaraderie of sailing in a flotilla.
- Interesting locales with other club facilities to experience.
- Incredible meals and appetizers that your club provides for you.



*Lakeshore YC*  
— June 4-5



*Bluffer's Park YC*  
— June 25-26



*Port Credit YC*  
(Canada Day)  
Friday, July 1st - 3rd



*Frenchman's Bay YC*  
— July 16-17



*Mimico CC*  
— Aug. 27-28



*Etobicoke YC*  
— Sept. 10-11

## TREASURER

Mike Baker

HAVING HAD TWO PEOPLE consecutively volunteer and then withdraw from the Ways & Means position, I am no longer left in a bind at the last minute to take on this additional task myself. I am pleased to announce that Patrick Lyons has kindly volunteered to take on this task. Knowing Patrick as I do, I know he is the right person since he is dependable and will do an excellent job.

There are many jobs needing to be done this year. Many are of high priority and are spread throughout the year. This is your club and if everyone pulls together as a team we will get our targets accomplished. Should any member want to complain about the club, ask yourselves, "Have I at least done my share or more to make this a better place?" Your support, help and co-operation would be greatly appreciated when Patrick calls on you to round up the desired work crews for the various projects. Please spread the word to the crew members—in case your crews want to help, an extra hand is always greatly appreciated.

An example should be mentioned of the stoic efforts of the work crew on Saturday, April 2nd, digging and pulling the wires for the new entrance/security system. The weather could not have been worse with low temperatures and wet snow. Everybody got soaked through and chilled to the bone. A special thanks to Lee Rixon, Reza and Dennis MacCallum for sticking it out for the day and finishing the job. Well done guys!

## SOCIAL CHAIR

Sylvie Lavoie

HERE WE ARE and it's the most anticipated (and dreaded) month of April—(only for those in my persuasion, you know, bean counters!)

By the time we read this, the Social Committee will have had its first official committee meeting and we will have the year pretty well planned out.

Sailpast—June 11th—with the tunes of "Go Freddie Go" (Arden and the Tourists were already booked by the time I gave them the date). Tickets will be selling at launch (\$25 per) and will be \$30. per ticket after May 31, 2005. Please be prepared to choose between the Salmon or Chicken dish. And most importantly there will be a list to sign all the children that will be attending Sailpast. We need Kids' names, ages and boat name and parent names, phone number and emails. There will be tons of activities including tie dying. We'll be asking parents to pack a white t-shirt, floppy hat or whatever your kids would like to be tie dyed. You should also make sure your young kids have bathing suits at Sailpast. If it's hot they may be running through sprinklers.

IF ANYONE WISHES TO VOLUNTEER TO RUN CALYPSO

NIGHT (tentatively: August 5th). PLEASE CONTACT ME BY LAUNCH. If no one volunteers I think we will cancel the event because so many members are usually out sailing in August. However, if we do put the event on, the band we wish to reserve may not be available for long. The Committee is always looking for volunteers so if you wish to join in please do so by contacting me.

As always truly ready for a Party, Sylvie, your Social Chair. ▲



### VOLUNTEER NEEDED

SILENT AUCTION – MAY 7, 2005  
(LAUNCH DAY)

WE ARE LOOKING FOR SOMEONE TO RUN THE SILENT AUCTION FOR US, TO RAISE FUNDS FOR THE DISABLED SAILING ASSOCIATION OF ONTARIO.

TIME: 9.00 AM 'TILL LAST BID ACCEPTED??  
PLACE—THE CLUB HOUSE  
DATE—MAY 7, 2005

PLEASE - CALL MARILYN AT:  
HOME—416-429-2598  
WORK—416-298-6622



## FOR SALE

# "Tawee"

Nauticat 36, Pilothouse Ketch  
Dock C-77

Contact Geoff or Pat Craigen  
(416) 200-3076  
frozenshark@sympatico.ca



# The Dent In My Boom

by April Willson

*This is the third in a series of articles, prepared by April Willson, highlighting her 2004 summer of dinghy racing in her LASER Radial.*

**G**OING INTO PORT CREDIT in mid-July, our second and third regattas, we thought we had nothing to worry about. We figured since we were close to home we would have an advantage. This time we knew the lake, we knew what the weather was like and could prepare for the conditions that were ahead of us.

Steerers would be an easy regatta. The Steerers Regatta is an international regatta restricted to sailors enrolled in a sailing school. As such, we would be racing against sailors that were at the same level. All the more experienced sailors would be arriving for the weekend to race in the Four Sisters Regatta. The Four Sisters has no restrictions so anybody of any age and any skill level can enter. That gave us a two day advantage to gain a feeling of the course and surrounding area. The race should have been a breeze, but the real breeze, was the one that came in over the lake. It was extremely powerful.

During our stay I called up some of my friends who lived near by. They took me on a tour of Mississauga, showed me where all the good hangout spots were and kept me



company over the nights. Since we were close to home, most of my fellow team members went home every night, but I slept in my parents' boat which was docked in Port Credit for the regattas. It was nice to have family, friends and a comfortable place to sleep close by. It helped make the nights not so lonely and more comfortable.

I was once told by a fellow competitor that you always take something home with you from a race.

Be it knowledge, tactics, memories or scars, he was right. There is a story for every nick and scratch in my boat, all from different places. Some have been waxed off, the cuts have healed, but the images will always be imprinted in my mind.

The experience of this regatta really opened my eyes. I never fully realized how challenging a race can get. How much it can take a toll on your mind and body, to the point of exhaustion. How unpredictable the current of the water can become. I knew that I had to be stronger than everyone else if I wanted to overcome these obstacles. Giving up wasn't an option and the only thing I could do was grit my teeth and bare through it. I couldn't give up, it just wasn't in me. The wind was unusually strong, and many racers were struggling to stay in the race. Luck had been with me the whole day. I hadn't dumped very often, and had managed to stay in about mid fleet. The waves had worked to my advantage. Being light, I can surf my Laser downwind on big waves with ease. In one race I managed to pass over 25 boats by going outside the fleet and surfing past them.

This was the last race of the day, the wind, consistently getting stronger, now blowing 20 to 25 knots. I felt a great sense of accomplishment as I



rounded the windward mark for the second time, one more leg to go, and I'd be done for the day. I pulled down wind, let out my sail and flew down the course, then BOOM, my boat tripped, smacking me in the head with the boom as it crashed into the water. The next thing I remember is floating head up with my boat turtled on top of me. Apparently the impact of the boom on my head knocked me out but the intensely cold water of Lake Ontario revived me in a matter of seconds. It took me a minute to completely realize what had happened and then figure out how to get out of

my predicament.

I knew that was it. Once you're down, you know you've lost, whether it be the lead or the entire race. All that's left is you standing on the hull, holding onto the daggerboard with all your strength to fight the wind, waves and gravity. In this scenario there are



only two options. You can fight with all your strength to right the boat, continue the battle against the wind to try and catch up with the dozens of boats that flew by you during your struggle and risk more injury or another dump. Or, alternatively, you can take the second option, give up, call for help and forfeit the race.

I realized that there are battles you can't always win. I didn't give up until I knew I had to. For half an hour I struggled to right my boat. The waves were constantly pushing me off the gunwales, making it almost impossible to recover, while I slowly drifted further and further out onto the lake. Believe it or not, winds onshore,



current offshore. Finally, a rescue boat came by and towed me back in. I wasn't alone, as many others had to be towed in as well, either due to exhaustion, broken spars or injured sailors. Being at the minimum weight for my class and inexperienced in those conditions made it almost impossible to right my boat on my own. Recovering from a deathroll at any time is hard to do on your own. In most cases, the sail is all the way

*Continued on page 6*

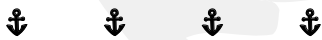
## The Dent...

Continued from page 5

out and acts like a giant plastic bag. As soon as you get the boat back up the sail catches the wind whips around at a horrendous speed and tips the boat back over. So you start again from the beginning.

I had never been happier to see land when I got back in. I was covered in bruises and cuts and there was a large dent in my boom, from my head. I think I was more concerned with the shape of my head than the shape of my boom. Steerers was the most fatal race of the summer. I came out as one of the fortunate ones, only a dent in my boom and an equal sized dent in my head. A few people had been sent to the hospital and a few boats had been destroyed and many more spars and sails needed urgent repair. Sitting on land looking at the carnage a few hours later I realized how much fun it really was. While I was out there I would have given anything to be sitting at home, warm and dry. However, knowing that I could survive that and come out practically unscathed made me really proud of myself. Before I knew it the weekend was over we had a few weeks to recover and prepare for our next regatta, Beaconsfield, Quebec, site of the Canadian Youth Championships. The dent still resides in my boom a small reminder of the regatta and lessons learned. 🏠

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



The Deadline for the  
JUNE issue of  
Spar & Prop is  
**June 5th**



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

Website address is  
**www.thsc.ca**



### *George Malcolm - 1928-2005*

*It is with great sorrow we report that Past Commodore George Malcolm died peacefully in the Glen Haven Nursing Home in Sutton on Monday, April 4, 2005. He was 76 years of age.*

*George was Commodore of our Club from 1976 to 1982 and was instrumental in getting the major addition to our unique clubhouse completed.*

*George and his wife, Marie, were at all our events, large and small. He could be seen on Saturday or Sunday evenings nursing his baked potato on the BBQ grill, arguing the pros and cons of "pre-nuking" it or not.*

*Marie and George moved to Sutton after George retired. They were still near a lake with friends who had boats there and also closer to their sons, Andy and Paul. George put his organizational skills to work part-time, helping Andy with his business and keeping busy.*

*One of George's projects after moving to Sutton was to help renovate St. George's Anglican Church, Sibbald's Point. As usual, he was a tireless worker for the church until ill health forced him to slow down.*

*Further ill health prompted George to sell his Sutton home and convalesce at the River Glen Haven Nursing Home. As late as the end of February, George was looking forward to becoming well enough to enjoy some Spring weather.*

*George's legions of friends will miss his cheery greeting, wisdom and friendship. Our condolences to sons Andy and Paul, daughter Julie and her husband John, and grandchildren Noah, Nigel, Kaelea and Rhiana.*

*George improved everything he touched. Thank you George.*

#### **A BAD SAILING DAY—3**



#### **A BAD SAILING DAY—4**





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

by Eric Muff

WE JOIN OUR INTREPID HERO in beautiful downtown Branson, Missouri after a harrowing afternoon on the "Ducks".

We are driven back to our hotel, the luxurious Hampton Inn to shower and shave. For this evening we are dining aboard the beautiful stern-wheeler the *Branson Belle*.



The Showboat *Branson Belle* is a dinner and show cruise on which body of water I'm damned if I know. Coulda bin that lake we were "Duckin'" on or a river runnin' to it.

Anywho! It was a fabulous dinner and an even better show.

The ventriloquist Todd Oliver and the two puppies, Irving and Lucy, were worth the price of admission alone.

After the show they were in the lobby and you could take their picture or skritch 'em or both. I opted fer skritch'in'.

The lady who escorted us from the parking lot to the jetty was named Ramona. So, ham that I am, I sang Ramona to her. She was quite impressed. Not by my voice, I'm sure, but the fact that someone knew the words. I don't care what anyone says, we harmonized beautifully, so there!

It was dark and drizzly that evening and no lights were seen on the shore. Kind of a mystery cruise, or maybe they just turned off all the lights and we stayed tied up to the jetty.

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

We spend the night at the hotel and tomorrow we are off to Silver Dollar City.

Silver Dollar City is a Disney-type theme park depicting a typical Ozark-type settlement. People in Li'l Abner-type garb displayin' Li'l Abner-type arts and crafts (enough *-type* already!).

There wuz also rides and things, sow belly and pickled pigs lips. All

kinds of neat ~~sh~~ stuff.

On every other corner or verandah there would be groups "pickin' and grinnin' ". And yer typical Ozark humour....

"Hey, Lem! Do you wake up grouchy in the mornin'?"

"Hell, no, Luke! I let her sleep in."

Accompanied by yer typical thigh-slappin' hilarity.

But hey!!!...

I can't recall where we went for dinner, but afterward we went to one of the fabulous theatres to see the Shoji Tabuchi show.

This guy is indescribable (so I won't try) a one-man show. There was nothing he couldn't do or play. As the kids would say "fab"!

Between numbers two beautiful oriental lades would dash out with a different jacket for the next number the last.

By the last number he made Elvis look like one of T.O.'s ~~wines~~ homeless. Fab.

Tomorrow, Sunday, we leave beautiful, downtown Branson and head for Memphis, Tennessee.

By 8 a.m. we're under weigh.

It is drizzling, and a pall hangs over the bus as the ~~mindless~~ faithful approach Graceland, known to *real* people as The House of Imbecilic Idolatry (or maybe it's just me).

But, hey!!!...it's the difference of opinion that makes horse racing.

I guess it's a beautiful home if you're an egomaniacal junkie, but the only thing that impressed me was his collection of hand guns.



I would imagine by now that my caustic comments have lost me a lot of readers (if I ever had any) but, what the hell, this job don't pay much anyway!

Later in the afternoon we visited something new in Memphis. It is the National Civil Rights Museum, on the site of the Martin Luther King Jr. assassination.

And here again, (as in the JFK fiasco) we must ask ourselves was it the FBI?, the CIA?, the Mafia?, the alleged government?

Or all of the above?

After all, they're all the same outfit. The way *I* see it.

It's very tastefully done (if such affairs can be considered tasteful) and worth a look in.

So much for Doom and Gloom.

Back to Fun City.

Another of the *many* disappointments in my life...like the



tidal bore in New Brunswick, the Rio Grande in Texas, *Beale Street*.

Beale Street, the home of Jazz and the blues.

Shit! A six-year-old, female child, could spit from one end to the other.

But, it's the stompin' ground of B.B. King, et les autres, so let's mark up the witless tourists.

The home of "big-assed" beer, which you're obliged to drink on the street (like in the Big Easy) and retarded teenagers trying to make you believe that they invented fun.

...Father, forgive them, etc.

## Nashville

Convention & Visitors Bureau

Let me digress...

If you haven't been to New Orleans you have probably heard me babble about Pat O'Brien's, a well-known watering hole in the French Quarter who's specialty is the "Hurricane". Well! on Beale Street they have a Pat O'Brien's and their specialty is, naturally, a Mint Julep (Kentucky, Tennessee, Scarlet O'Hara *et al*) and strangely enough, I had never had the pleasure of a mint julep and I probably won't again.

To my uneducated palate, it tasted like mint flavoured treacle.

And, another milestone in the life of our intrepid hero is surmounted.

And from beautiful, downtown Memphis we forge ahead to beautiful downtown Pigeon Forge (that's a play on words, Garry) and Dolly (silicone) Parton's Dixie Stampede.

*Continued on page 8*

## But, Hey!!!...

Continued from page 7

The Dixie Stampede is similar to "Medieval Nights Knights", that they have in T.O. and other mindless towns.

A bunch of horses charging about while you're eating southern delicacies, *without* the use of utensils.

What a cultural treat.

Trust me, my children, nothing improves the taste of southern grits more than the scent of steaming "road apples".

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



Sadly, Dolly was on tour (or is that en toure?) whatever.

We press on to Dollywood, similar to Silver Dollar City but a little more refined. More artsy, craftsy.

And onward to Nashville (shit kickers heaven).

Once again we do a "city tour" (which I've done so often they should give me honorary citizenship) and a trip to the Country Music hall of Fame.

Having done the Hall of Fame *ad nauseam* I scoot up to Tootsie's at Broadway and 5th Avenoo, where the performers used to hang out between shows. Hope I don't get mistaken for "Little Jimmy Dickens".

And later this evening we attend the (or la) "pièce de resistance", the Grand Ole Opry (whoopee shit).

I've been to the "Opry" so many times with Denure that Porter Wagoner and Pam Tillis call me by my first name.

But, hey!!!...that's the adventure. ▲

## ERIC WAS INCORRECT

by Geoff Craigen

**I**N ERIC'S COLUMN he gives an incorrect explanation of the name of the amphibious vehicle known as a Duck.

The Duck is actually a DUKW.

The DUKW is capable of carrying a

## ATTENTION Non-Racers

by Lorne Vineberg

**M**EMBERS WHO ENJOY recreational boating may be pleased to discover that our Club's Wednesday evening races actually are *recreational*. Competition is friendly and many of the rules are the same as in safe cruising. Primarily it's an evening out on the water followed by a barbecue in good company on shore. Some of the racers win a flag or a trophy at the end of the season, but

2 1/2 ton payload over land or water. It is equipped with a GMC 270 cubic inch 6-cylinder gasoline engine. It has a 5-speed transmission with a 2-speed transfer case. This gives a total of 10 forward speeds and two in reverse. It has 6 wheel drive, a water propeller and a 10-ton winch. All or any of these can be run separately or together in any combination. Top speed on land is 50 to 55 mph while on the water top speed is only 6 mph (land miles per hour not knots). It also has a tire inflation system with a 2-cylinder air compressor and air storage tank. This allows the driver to inflate or deflate any one or all six tires at the same time from the dashboard. The dashboard also has a tire pressure gauge so that air pressure can be monitored. The front brake lines are protected in steel conduit with barbed wire cutters on the outside. The DUKW weighs 7 1/2 tons empty and is 31 feet long. DUKWs were manufactured from 1942 to 1945 by General Motors Corporation.

What does DUKW stand for?

**D**=First year of production code "D" is for 1942

**U**=Body style "U" utility truck (amphibious)

**K**=Front wheel drive. GMC still uses that on trucks today (K5 Chevy Blazer)

**W**=Two rear driving wheels (tandem axle)

I knew Eric was wrong the moment I read it but I went to <http://my.voyager.net/~dukw/tech.htm> to back me up. Also see <http://www.buyaduck.com/dukws.html>. One doesn't disagree with Eric without being able to prove it. ▲

the big payoff for all participants is more enjoyment of your boat.

Our races are pretty informal. Winds tend to be light. Start and finish lines are long enough to be unintimidating, and there's plenty of room around the marks. The course is always a triangle plus three legs every week, with the first (windward) mark directly towards the wind direction of the evening. The mark sequence is displayed in large numerals on the stern rail of the Race Committee Boat at the starting line, so no guesswork is needed. The first number is the first mark to be rounded, buoys always to port. Often the course is shortened to accommodate nightfall, insufficient wind or threatening weather.

Some skippers need or welcome additional crew, and this can be a great start for familiarizing yourself with the course and procedures before racing on your own. Other members crew rather than race their own boat. A third option is to have one of the Club's good racers go out with you on your boat a few times to get you up to speed. Beginner or advanced, no member who wants to experience racing is left on the dock. A laminated card is provided to all racers, showing the location of course markers just south of Ashbridge's Bay.

If you think you might like to see what a TH&SC race night is like, come down to the Club around 5:30 any Wednesday evening and talk to other members who race or crew. There is a Race Committee presently made up of Alan Bank, Tupper Foster, Tom Monson and myself, Lorne Vineberg (416 928-3455). We are all pleased to answer questions, and hope to expand the racing fleet this year from an average of 11 boats per race to 16.

Every September when the racing season runs out with one last, short, chilly race, I think of how recently it began with a similar short, chilly Spring trial run. Before long, it was June 21, longest day of the year, followed by eight or so balmy summer Wednesday nights when it never seemed too late or dark to be on the lake. Then almost as quickly as the mid-week race evenings got underway, another season, like the shape of a football, drew to a close. Race nights are our yearly four-month window to get more out of the Club and your boat, to feel the seasons on your skin and to deepen the friendships you make—well worth experiencing at your own comfortable pace. ▲



## REAR COMMODORE PROPERTY MGR.

Ken Deas

I DON'T HAVE any valid excuses for missing the last two issues...our computer was dead but we managed before that so that one won't wash.

In a few weeks we will be in the water and will have forgotten (hopefully) all about the snow shoveling and the cold drives to work and will looking forward to sailing again with family or friends.

To those members who enjoy cruising, Liz and Chris Hanson have done a terrific job of organizing their program for this season...not only that but Chris art directed and executed the Events Calendar this year, a wonderful job Chris...and a significant savings for the club.

Jamie Smallwood, our Racing Fleet Captain has finally decided to take a rest...Jamie has been fulfilling that job for more years than enough and his expertise and experience will be missed. Jamie will doing the East End Open Challenge, however, and will be available to help the new guy Jim Holton. Jim has only a couple of years sailing behind but is already a keen racer and a definite threat to the competition. I would like to thank Jim for coming forward without hardly any arm twisting at all.

Mona and Jim Andersen will be handling the scoring this year (give Dan Demers a well deserved rest) and with Bill Middleton retiring Lorne Vineberg becomes Master Of *Shadow*. I am looking for drivers for *Shadow*, at Haulout a new member came aboard *Shadow* with me, and helped me drive it to the crane area. I'm sorry but I've forgotten your name, please contact me.

Once again I invite all members, particularly those with boats, to consider racing—its great fun—for some a learning experience and a great way to meet members.

On Wednesday evening, April 27 at 7:00 p.m. Constable Gary Gibson of the TORONTO POLICE MARINE UNIT, will be at the club to address and advise us on the subject of water safety and Club security followed by a review of some racing rules for 2005 by Jamie Smallwood. All members are invited and should attend. ▲

Dennis MacCallum

SPRING HAS ARRIVED, at least by the calendar. It's that time of the year when we all say "It's that time of year". Feels really good to know we are almost there. About a month away from Launch. Time to clean out the gazebo, shake out the picnic tables, the barbeques, get out the sandpaper, boat cleaner, and wax. Yahoo, spring is here at last!

We are already hard at work getting the club ready for the sailing season. We have run the cable for the new electronic gate security system. It will be ready for use on launch day. This will mean you will arrive with the old system working and leave with your new access card. The card will ensure that only members can enter with the card. It is as much security as we can provide without cost being more than benefit. Visitors still can use the entrance with the password provided for that day or weekend. They will have the use of the present keypad to which we can change the code on a regular basis.

Thanks to everybody who has already called to volunteer their time and talents to accomplish some of the tasks we have to get out of the way. There is always a number of various tasks to get things started.

I have made up a Job List which I have given to Mike Baker who is in charge of Ways and Means as well as a lot of other things. He has just let me know he has a new Chairman for Ways and Means, so if you haven't put your name on the list you can expect a call shortly.

We have the normal cleanup of the club property. There are things to be replaced that we bundled up and put away for the winter. On top of that we have a few projects that we will undertake as soon as the weather is warm enough to start them.

The gazebo needs a few things done to complete. A new fence and gate behind the gazebo, will require some carpentry and lots of just plain labor.

The parking lot will get a finish cover together with new edging in places. New washed stone has to be spread and graded.

The oil change shed area will be completed and the outboard motor

shed will be moved or rebuilt.

Then, projects of all projects. As soon as we get a permit, we will add an upper outside deck to the south and west side of our clubhouse. This has been a project on the books since the addition was put on the clubhouse. In fact, I've seen the plans from the original addition and those plans include the balcony. It looked good then, and it looks good now. It will be large enough to have a number of tables and chairs so you can sit up there with your meal or a drink and watch over our fleet while the sun sets. Don't be afraid, there will be a job for you. And if you can give a little extra time, it will be appreciated.

Please get in touch with Ways and Means and get on the Jobs List. You will feel better for it. And our club will be better for it. Thanks. ▲



## HARBOURMASTER

Ross Campbell

HI EVERYONE. I am not the one to do a lot of writing.

As you all know there is a problem with A Dock and now after this winter we have a problem with B Dock. As we have no Ways and Means person, it would help if anyone that could offer any expertise would give me a call. I plan to strip the wood off and straighten the sides and support them with additional steel, this, I hope, will solve the problem.

We are also planning to fix the power problem on D Dock. ▲

## DARTS REPORT

by Paul Evans

WE HAVE JUST COMPLETED the Inter Club Dart League and TH&SC has finished up in 3rd place, just beating out HYC.

The awards night is April 21st at ABYC when we find out if CBYC or ABYC finished in first place.

We hope to have a TH&SC playoff night on April 8 to crown a Club champion.

There has also been discussion about running darts night all summer to entice others to join in and have a ton of fun.

Very little skill is required. Just throw the pointy thing at the round thing on the wall. The rules are much easier than Racing Rules too.

My thanks to all who came out this year to represent our Club. ▲


## BEACH EASTER PARADE



### Nauticals

The FATHOM was originally a land measure term derived from the Anglo-Saxon word "faetm" meaning literally the embracing with the arms, or to embrace. In those days, most measurements were based on the average parts of the human body, such as the hand, foot, thumb, or derived from the average line distance between two points on the body.

The fathom is the average distance from the middle finger tip to middle finger tip on the outstretched arms of a 6 foot tall man. ~ Even today in the nuclear age, sailors may be seen "guesstimating" the length of a line by using the crude but reliable Anglo-Saxon method.





## SECOND FLOOR DECK

by Dennis MacCallum

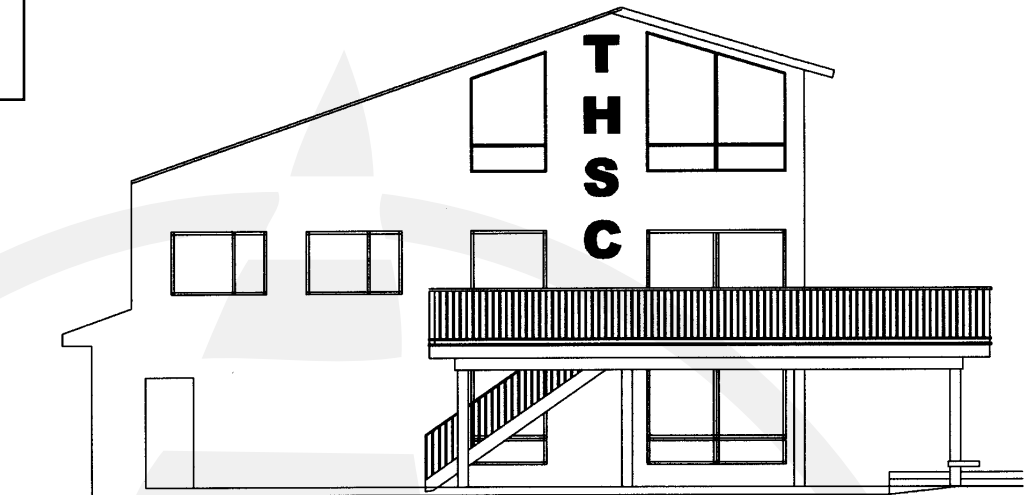
**T**HIS SPRING and early summer we will be adding a second floor deck to our clubhouse, also known as a balcony. It is a lot more than a balcony in that it will be equipped with tables and chairs and be similar to a backyard deck, except that it will wrap around the second floor on the south and west side of the clubhouse.

The initial plans in 1981, for the addition to the existing small building which we still use as the main room, included a second floor deck and a third floor balcony. Most of us have sat on our patio out front and looked up at the door on the third floor. This is where the balcony was meant to be. Always the lack of money kept the project from being completed. Until now.

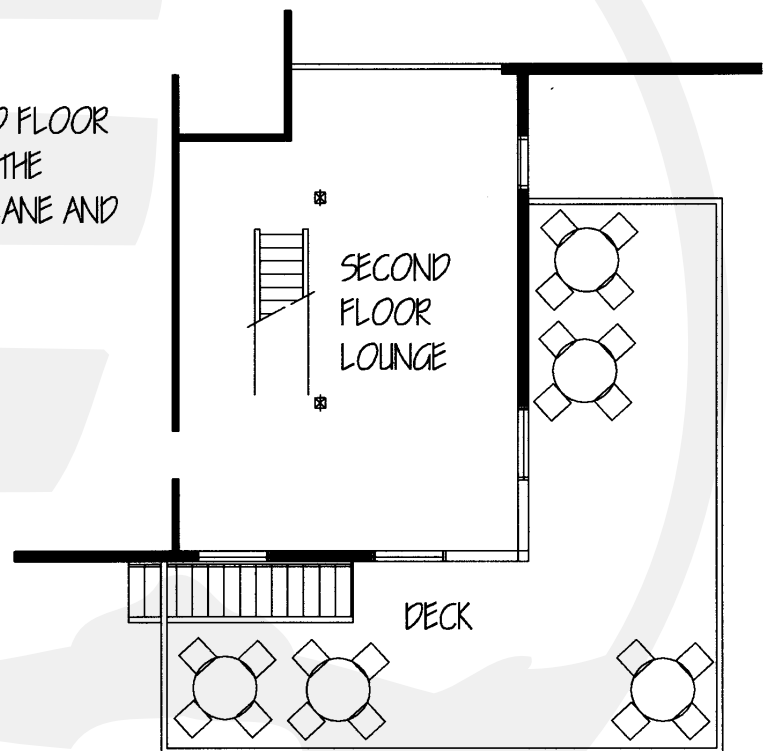
Last year the members voted to finish a project started 24 years ago. At some point in the past, members took up the challenge and built a clubhouse for TH&SC and for our benefit in 2005. This year we will complete the plan by constructing the upper deck.

There have been those who have asked "Do we really need a deck?" Fair question, especially when we are always under pressure to stay within budget and try to keep the club fees down. There are other things to do around the club. They are also on the drawing board. Those are up-coming projects to be laid out for the future and will again take money to complete. Adding a deck adds club pride for all our members. There are a lot of clubs who have decks but watch which club comes out on top with this one. The deck will be completed this year. Everyone will get a chance to work on it.

In this issue of Spar and Prop are drawings of the deck in both plan and elevation as laid out by Jamie Smallwood. Jamie has put in a lot of time from the initial drawings, meeting with the engineer, revamping the drawings and sourcing materials. He will be leading the project, ensuring the



PROPOSED SECOND FLOOR DECK ADDITION TO THE TORONTO HYDROPLANE AND SAILING CLUB



construction meets the load requirements set by the engineers and the Ontario Building code administered by the Building Department. Besides load factors, we have to adhere to safety requirements both during construction and after, meaning deck and stair railings.

There will be access to the deck from the second floor on the south side as well as from the outside by the stairs facing north. The south side will get the morning sun so you can sit there with your orange juice and breakfast. Through the day the sun will hit the corner and be on both the west and south decks. During those lazy summer afternoons lean back with a beer and look out on our fleet. In the late afternoon watch the sun set while having dinner or sit around the corner in the shade.

We will buy new chairs and tables as the deck will comfortably seat 50 people and you can be sure it is going to be the place to be. Either there or around the gazebo, barbequing or buying drinks. ▲



### April 2005



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
<b>LET'S ALL HOPE FOR GOOD DAYS</b>						
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

**ATTACK!!—TIME TO GET THOSE BOATS READY!**



### May 2005



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				

**GET THE BOATS IN THE WATER—LET SUMMER BEGIN**



### June 2005



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
<b>LET'S RACE</b>						
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		

**SAILPAST—OUR BIGGEST EVENT OF THE YEAR**



### July 2005



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
<b>OPEN REGATTA / EAST END CHALLENGE</b>						
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						

**TWO CRUISES THIS MONTH**