



TORONTO HYDROPLANE & SAILING CLUB

APRIL 2010

# Spar & Prop

NUMBER 198



2009 Photo  
Contest winner by  
*Greg Smith*



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# Calendar

**LAUNCH DAY—Saturday, May 1**—Time to prepare your list of chores to do before launch so ~~when~~ if we get nice days you will be able to start work immediately.

**Racer's Meeting, Measure In & Wind Strategy on the Race Course Seminar — Saturday, May 5**—New sails or new racer? Come with your racing questions. Get your sails measured for your handicap rating. Don't leave things to chance. Ron Bianchi seminar on Wind for Racers.

**Warm-up Race—Wednesday, May 12**—Come and check everything out. Make sure everything works.

**Ice Breaker Race & "Beer" Commodore's Meet & Greet—Saturday, May 15**—Our first distance race of the season. And the party after is a "large charge" too. See the Social Report on page 5.

**Wednesday Night Race—Wednesday, May 19**—Series 1, Race 1. The season has started. Come and get some use of your boat mid-week.

**TH&SC Cruise to BPCY—May 22-24**—Our first cruise of the season will be to BPTC. Sign up early.

**BPCY Cruise to TH&SC—Saturday, May 22**—Our first incoming cruise. I wonder if we will meet halfway? Be sure to welcome our guests.

**SAILPAST—Saturday, June 5**—Our premiere event of the season. Be sure to get your tickets at Launch.

**TH&SC Cruise to TIM (Hanlan's Point)—June 12-13**—Sign up early.

**Ken Deas Memorial White Sail Regatta—Saturday, June 19**—White sail only, multiple races, lots of fun. Hone your sailing skills.

**TH&SC Cruise to PCYC—June 26-27**—Sail to the beautiful club on the west side of the city. Sign up early.

**Tall Ships in Toronto Harbour—June 30-July 4**—They will stop in Toronto this trip. Come by land or water to look at these beautiful Tall Ships.

**Canada Day—Family Day—Thursday, July 1**—Join us at the Club for a gala day. Watch for posters.

**Circle of Life Race—Saturday, July 3**—A novel race "around" the race course.

**Cruise to LSYC & Commodore's Cruise—July 3-4**—Look for sign up sheet.

**LSYC Cruise to TH&SC—July 3-4**—Be sure to welcome our guests.

**TH&SC Hosting T-Bird, V28 Regatta—East Coast Event—July 10**—Hot-shot sailors, hot shot parties. Come and volunteer to make this event a success.

**TH&SC Hosting T-Bird, V28 Regatta—July 11**—Hot-shot sailors, hot shot parties. Come and volunteer to make this event a success.

**TH&SC Cruise to HYC—July 17-18**—A sail to Bluffer's and a happy weekend.

**HYC Cruise to TH&SC—July 17-18**—Be sure to welcome our guests.

**EYC Cruise to TH&SC—July 23-25**—Be sure to welcome our guests.

**Hunter Rendez-vous at Credit Village Marina—July 22-25**—Hunters welcome.

**Dufferin Bell Buoy Race—Saturday, July 31**—A race into Humber Bay and back.

**TH&SC Breakfast—Sunday, August 1**—A delicious breakfast served by our committee—see Social Report on page 5.

**ABYC Hosting T-Bird Internationals—August 6-14**—More hotshot racers. Next door this time.

**TH&SC**—20 Ashbridge's Bay Park Road, Toronto, Ontario M4L 3W6—(416) 694-6918

**EDITOR**—Richard Taylor, 51 Brigadoon Crescent, Scarborough, Ontario M1T 3C2—(416) 293-4340



# COMMODORE'S COMMENTS

Dave Johnston

**A**HOY!

This edition of Spar and Prop brings us to launch. It will be here in a brace of shakes. We are all washing, waxing, varnishing and painting. We have our focus, and that is to get the boat in the water! Haulout seems too long ago, let's get at it.

To bring everyone up to date, our status with the City of Toronto remains unchanged. The Club Membership's focus should be on making our facility look better than it ever has. Our Club is looking better, let's keep going.

With that in mind, I urge you all to ensure that you get your work days planned and your job's assigned. TH&SC wants your involvement and participation.

Regarding participation, I want every member to slap Bob Prosper on the back for ensuring that we had a crane for launch. (see Harbourmaster's Column).

Also, Don Bland, Greg Smith and Chris Hansen for your new membership cards.

I would also like to invite all members to the Commodore's Cruise to Lakeshore in early July. There are many of you that I have not yet had the pleasure of meeting and a cruise is as good a time as any.

On to Sailpast. The "Lady Rose" has told me that hats will be the order of the day. This is still in the works, but ball caps and antlers aren't going to get you to the prize table.

Think more Ascot or Kentucky Derby.

Hmmm, Mint Julep!

Let's all "Walk the chalk" on Launch.

Thanks all. ▲



# VICE COMMODORE

Elizabeth Marin

**J**UST A SHORT NOTE as this Spar and Prop deadline finds me in sunny Florida. Paul and Peggy continue to collect membership returns in my absence. Many more people were tardy this year. Where members have updated their email and other information, I have corrected the database so we can reach you in the future.

A number of you have still NOT provided insurance information. This is not optional! I will be contacting you. The Board has discussed not launching members who have not met their membership requirement to provide insurance company and policy number.

I look forward to seeing all of you again at launch. It will be great to be in the water again. ▲

.....

**SAILPAST**

**SATURDAY, JUNE 5TH**

**GET OR ARRANGE FOR YOUR TICKETS AT LAUNCH**

**SPECIAL PRICE**

**GOOD FOOD**

**GOOD FRIENDS**

**GOOD FUN**

**KIDS WELCOME**

**SEE YOU THERE**

.....

# Notes from the B.V.I.s

by Marie Evans

**H**ERE WE ARE, back from the British Virgin Islands. We spent a long time getting things arranged and now it's over. Peggy and Captain Mike Wheatstone, Joan and Keith Willson and Marie and Paul Evans traveled to Road Town, Tortola, in late January for a stay on the 47-foot Beneteau, *Smart Move*, for two weeks.

Life started out a little rough with our luggage not making it, but it only got better from there. We went to the Dolphin Encounter and had a great time. We got a Fin ride and then a foot push. It was great!

It was a little windy the first couple of days, then the winds dropped and the sun stayed out almost all the time. I know true sailors would like the wind but it interferes with the snorkeling and the sunning. It didn't even rain at night for the last six or seven days. It always rains at night in the BVIs—maybe only for two minutes—but it does rain.

We visited Virgin Gorda and the Baths, Leverick Bay, Saba Rock and The Bitter End Yacht Club. The guys really enjoyed Leverick Bay Restaurant. Then on to The Dogs, Sandy Cay and Cane Garden Bay. We then went over to Jos Van Dyke. Over on Jos Van Dyke we met up with Dave and Rosemary Johnston and their friends Jennet and Bob. We had before dinner drinks with them. The next day we went to Sopers Hole on Tortola for some serious shopping and of course ran into Dave and Rosemary again.

Dave and Bob wanted "A Cheeseburger In Paradise". After Sopers Hole we moved on to The Indians, then The Caves on Norman Island. Lots of snorkeling. I really think Peggy is part Fish. We stayed in The Bight that night and reluctantly started to pack up for home.

In the morning we sailed over to Cooper Island for, you guessed it, more snorkeling and a little shopping. We spent at least two hours in the water every day. Sometimes four or five. We had a great last dinner at the restaurant on Cooper Island and even played a little darts. On our last morning we sailed from Cooper Island across the Sir. Francis Drake Channel to Road Town and got checked off *Smart Move* and started our eventful trip home. All in all it was a great vacation. ▲



## HARBOURMASTER

Bob Prosper

**C**OULD IT BE POSSIBLE that our winter was milder than our previous summer? Perhaps not but it sure feels that way. I have been able to get down and work on my boat over the last four weeks and with above average temperatures, I have managed to get much work done.

Launch Day, May 1st is a month away as I write this and already with the weather being what it is, some boats have shed their covers. Such a dry winter has left us with very low water levels so I am hoping that Mother Nature will provide us with more rain and run off from our neighbours up north. We may have some issues with launching close to the wall this year and may have to put the boats down closer to the first or second finger on the docks. We just have to wait and see how much water we have at launch.

We will have a new crane company working with us this year because Klomp Cranes have sold both of their cranes to another company. We are in good hands however, because Amherst, the new crane company, has a great deal of experience moving boats. We will likely have a slow start on Launch Day because we all will need to establish the order of things and get acquainted with the new crane and operators. Once we all get used to each other, I think everything will be just fine and we will get all the boats in the water on May 1st.

I plan to have a list of duties for members posted by April 17 at the club so please be patient with me. For those with injuries, it is important to let me know as soon as possible so I can make changes. Things are never etched in stone and as always there will be last minute changes with that list.

Thanks to all who helped with the pre-season dock work. Our docks were actually in good shape due to the mild winter. Few barrels had to be replaced, as with sea anchors and chains, and we managed to weld up some repairs with the metal structure in places. If anyone happens to see issues we might have missed, please let me know.

The yard is now busy with members prepping their boats for launch and I must remind you all to be patient. Everyone needs to be painting, varnishing, sanding, or buffing and while it all needs to be done, we need

to be mindful of other boats around us. Before sanding, take a look at the wind direction and make sure your dust isn't going to find its way on someone's freshly varnished teak. If someone upwind from you has begun sanding, then you know that doing your painting or varnishing might not be a good idea just yet.

As mentioned in previous Spar & Prop, our club is full at the moment. We have no slips available, and that means that we will have boats along the wall as well. I have made changes here and there and moved a few boats. Please take a look at the board at the club to see if you have been assigned a new slip.

A reminder to all that if you have a vessel on the hard or in the water this season, you need to be present at launch. If you cannot be present due to unfortunate circumstances, it is critical you have another member oversee your vessel. We will not lift a vessel if no one is there to oversee it. I remind you it will be very costly to any member to have a crane come to the yard to either move a single boat on the hard or place it in the water.

I am looking forward to seeing you all down at the yard and especially on Launch Day. See you all there and cheers!

Your Harbour Monster. ▲

### WANTED—PATIO CREW

New work party positions open. Looking for 3 persons to join me on a "Patio Crew".

Enjoy bringing friends and family down to the patio for drinks and dinner, but the state of the patio has you down??

Let's get together and have some pride in our patio. Volunteer now, and you can be on the team for your work party, from launch to haulout.

The patio will be divided into 4 sections, each person responsible for an assigned area. Come down every Thurs, for 40 minutes. We'll sweep, weed, cut vines, and clean tables. We'll have this patio in SHIP SHAPE

before you know it!

Call now, positions will go fast!!

Ways and Means, Meredith  
Thomas...416-925-7582  
email:

Meredith.thomas@sympatico.ca  
Capt'n Dot...416-889-0844  
Email: captndot@sympatico.ca

## PROPERTY MGR.

Don Bland

**A**T LAST. We can now begin to prep our boats for another season. There are now bins in the yard—one with a sign stating *Exclusively for Shrink Wrap* (the white plastic-like material used to wrap your boat). The other larger bin which has no sign, for other refuse, including used tarps, strapping and non toxic waste.

We have two new clearly labeled re-cycle containers, one for motor oil, the other for antifreeze. If we contaminate the contents of these containers with other liquids, the cost to you the member for recycling them more than triples. Please be considerate take your gas cans, oil filters, left over paint, solvents etc. to the recycle depot on Commissioners Street or to the one nearest to your home rather than just throwing them on the ground and trusting that a member that actually cares about our club will take care of it for you. If you would like to volunteer to take any of the previous toxic materials to the recycle depot for your fellow members please contact me.

The position of "yard supervisor" is still open. You would observe the condition of the dry-sail area, mast-rack, and general grounds then delegate the job of maintaining same.

Congratulations to Captain Dot, she has assembled a "patio crew" who are going to make the patio, and balcony areas ship-shape and maintain them for the season. Way to go Dot!

Our new motion activated security camera will be installed soon. Our bar entertainment refurbishing courtesy of Neal Classen and Ron McIntyre will be completed very soon I'm told.

Happy polishing and painting to all. ▲

## GOLF GOLF GOLF

Tuesday, September  
14th

Look for posting on  
bulletin board or  
talk to Jack Hexham



## SOCIAL CHAIR

Laurie Chan-Prosper

**I**T'S NOT LONG NOW. In just a little over two weeks, we'll be in the water. Yahoo! It'll be nice to see the club alive again. So it's time to get down to business.

Our first scheduled event is the Beer Commodore's Meet & Greek on Saturday, May 15th. We encourage all members, new and old, to come down and meet your fellow members. Come introduce yourself, and have a beer or two on us. We can't survive on beer alone (I'm sure plenty of you will argue that) so we'll also be serving up a Greek dinner for \$5. Everyone is welcome as always. Rear Commodore Greg Smith will open up the tap and start pouring at 4:30 pm. Last cup will be handed out at 6:30 pm or until we hit the bottom of the keg, whichever comes first. Dinner will be served at 5:00 pm.

Thanks to everyone who came down for the Sunday Breakfast and Weather Presentation. Thank you to Eva and Lynda for the delicious French toast. Speaking of breakfast, our tradition of serving long weekend breakfasts will continue. We will serve breakfast on the Sunday of each long weekend between 9:30 to 11:00 am. The first will be during the Victoria Day long weekend, Sunday May 23rd.

Sailpast, the official season opener will promise both pageantry and partying. Sailpast will take place this year on Saturday, June 5th. Check your calendar, which will be handed out at launch, for the official timetable for the day. Come salute the new Commodore, then enjoy a delicious buffet dinner followed by music and dancing. We will be hosting another Hors-d'oeuvres contest. Bring along an appetizer disguised in some sort of a nautical theme. Prizes will be awarded for most creative entries. Keep in mind that it must also be edible. Tickets for dinner will be sold in advance during Launch at a special low price. Be sure to purchase or reserve your spots early to avoid the higher price after May 24th. If you plan on attending with children, please sign them up in advance. We had an overwhelming number of kids last year which was great to see.

We've changed up a couple of things this year for July. Do you enjoy a little jiggling? Then stay tuned for new and exciting event news to come in your next Spar & Prop. ▲

## OFFICER OF THE DAY MANAGER

Rob Murray

**I**T'S TIME! Yes, it's time again to launch the boats. And with the start of the sailing/boating season comes the start of the Officer of the Day (OOD) program.

Since TH&SC is a self-help club, the members decided that they would each serve one four-hour "tour of duty" as OOD. We have an OOD on duty Friday nights from 4 pm to 8 pm and on Saturday/Sunday/Holiday Monday from 11 am. to 7 pm. Our OOD makes sure the club is safe and helps visitors feel welcome at the club. Many of you have already signed up for your timeslot. Others have not—but don't worry as there are enough timeslots for everybody. So next time you're down at the club getting your boat ready for the May 1st Launch, stop by the OOD Station and sign up on the schedule.

And to clarify the rules, OOD hours are in addition to the 16 work hours that you need to put in and that are monitored by Ways & Means.

If you are a Life member and do not have a boat on the property, you do not need to serve at OOD.

Junior members and Crew members do not need to serve as OOD.

If your schedule changes and you cannot make the timeslot you signed up for, it is your responsibility to arrange to have someone else fill in for you or to switch timeslots with you. The OOD Co-ordinator will not do this for you.

If you have not signed up for a timeslot by Launch, you will be assigned a timeslot—so it is best to choose a timeslot before Launch so don't have to beg another member to switch with you because you were assigned a timeslot when you're supposed to be away on vacation.

And yes, you may be fined \$180 if you don't show up for your tour of duty. So please put an entry into the OOD Log to prove you put in your time.

If you are new to TH&SC, you may be a bit nervous about your tour of duty. No need to worry. Simply stop by while another member is on duty and they can show you how easy it is to be OOD.

See you all on May 1st! ▲

## FLEET CAPTAIN CRUISING

Keith Willson

**T**HE CLUB CRUISING PLANS for the 2010 season are finished. We have planned seven cruises this year starting with a repeat of last year's cruise to Bluffer's Park YC on the long weekend in May. The schedule is listed below.

### TH&SC CRUISES—2010

**May 21-24**—Cruise to BPYC—This is a true reciprocal cruise

**June 12-13**—Cruise to the wall at Hanlon's point—Space is limited. We recommend going the Friday night if you can.

**June 26-27**—Cruise to PCYC

**July 3-4**—Cruise out to LSYC—This is a true reciprocal cruise.

**July 17-18**—Cruise to HYC—This is our theme cruise. This year's theme is "The 60s"

**August 14-15**—TH&SC Cruise to EYC

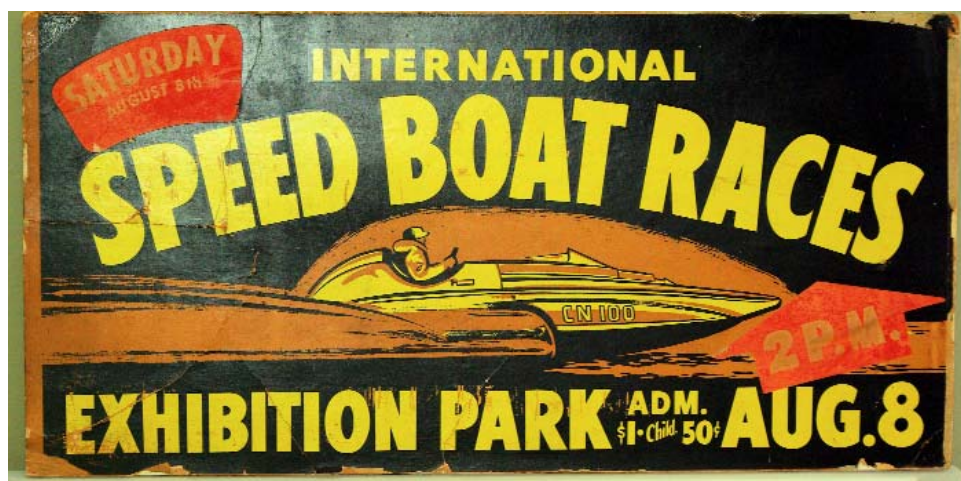
**Sept 11-12**—TH&SC Cruise to APSC

If you need further information on any of the cruises or would like to volunteer to host one of the events please contact Keith or Joan at (416) 759-1846 or at [kwillson@sympatico.ca](mailto:kwillson@sympatico.ca).

We need hosts for all seven events. If you have hosted before we welcome you back. If you haven't and want to give it a try, we welcome your support. It's really quite easy. Pick your meal. We will give you the numbers to prepare for no later than the Wednesday before the cruise. Keep your receipts and give them to us at the cruise. We will give you a cheque to match the receipts.

Finally, if you are planning to vacation on the water this year check out the LOCCA website at [www.LOCCA.org](http://www.LOCCA.org). The participating Clubs post their events and slip availability so you can plan your destinations accordingly. TH&SC is a participating member Club so the information is available for all to view and use. It's just another benefit of paying your Club Dues.

Thanks all and see you at Launch. ▲



## Important History of This Sign and Toronto Hydroplane Club

By Greg Smith

**P**RESENTED TO Toronto Hydroplane & Sailing Club in 2010, this original 1954 advertising poster was preserved and saved for 56 years by former THC member Tom Milton of Fenelon Falls, Ontario.

The poster was an advertisement used on Toronto TTC Street Cars and Buses for CNE Hydroplane Races held Sat. Aug 7 & Sun. Aug 8, 1954, and was sponsored by the THC.

Of special note, this was the very first Sunday Commercial Sport to be held in "Toronto the Good". It required intense lobbying of City Hall to vote change of then age-old existing City of Toronto By-Laws. The Company installing all TTC Streetcar & Bus advertising in 1954 was Transit Advertising Ltd. of Toronto.

The Hydroplane image shown was that of 225 cu. In. Class "Gas Hopper" owned and driven by David Norton of Toronto and THC.

On Friday Aug. 6, a large parade of 20 Hydroplanes made its way up Bay Street at noon-hour to City Hall and was officially welcomed by City of Toronto Officials.

This joint-sanctioned CBF-APBA event was managed by Don MacDonald and Justin A. Cork of the THC with assistance of Canadian Boating Federation Officials and members of THC. History has judged it a ground breaking accomplishment for all concerned and a very successful Hydroplane Regatta.

## Jeff and June Ante in Cruising World

**I**n the February 2010 issue of *Cruising World's* Passage Notes section, Herb McCormick has reports on some Canadian cruisers in the Bahamas. He includes a segment on Jeff and June Ante when they had "Sounds of Silence" there last year. Here's what he said:

...Last March, while I was on a trip to Great Exuma, in the Bahamas, to cover the George Town Cruising regatta, I had the chance to meet a veritable gaggle of snowbirds who'd

put the indignities of a winter in Canada well astern. In fact—and this is no exaggeration—it seemed like every other boat in the harbor's several terrific anchorages was sporting a Canadian flag off it's transom or affixed to the shrouds. No matter how many times one asked the rather obvious question—What are all you guys doing down here?—the crux of the answer was invariably the same

"Do you know how bloody cold it is back there?"

That's the precise reply I received from Jeff Ante, who was sipping a cool drink with his wife, June, under the hot

sun in the cockpit of their turquoise-blue Ontario 32, *Sounds of Silence*. A former instructor for the marine unit of the Toronto Police department, Jeff retired in August 2008, and a month later the couple was southbound for the Bahamas.

*Sounds of Silence* was the couple's third keelboat, after moving up from a pair of Mirages, a 24- and a 27-footer. The Antes purchased the 32-footer in 2003, after which Jeff went to work on a complete refit to prepare the boat for extended cruising. "There's not much original left," he said, before reeling off the long list of fresh gear he'd installed. "New motor, high-output alternator, new hoses and wiring, new davits, and a watermaker. Also, the decks have been recored and redecked."

When I told him the boat looked terrific, he laughed heartily. "It should", he said. "I'll never get my money back!"

The Antes had endured a cool and blustery passage down the East Coast of the United States and the Intracoastal Waterway which delayed their original goal to be in the Bahamas by Christmas. Asked about their plans, Jeff just shrugged his shoulders.

"Don't know," he said. "We're just happy to be here and taking it day by day. June's heading back to Toronto for a while, and she'll catch up with me later. Maybe I'll head down to Granada to get out of the way of the hurricanes. But I might go back north to the Chesapeake, too."

Either way, the Antes were enjoying life aboard *Sounds of Silence*. "We're not the biggest boat in the harbor, but a lot of the Canadian boats aren't that fancy or big," said June. "This is a 30-year-old boat. It's not as big or as new as some of the 52- or 54-footers, but we're here." ▲

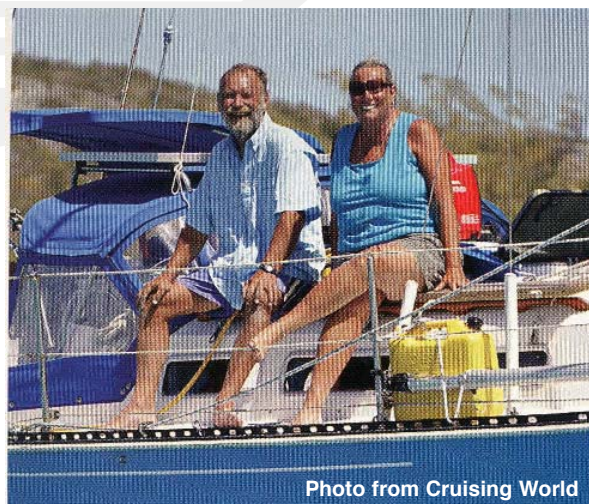


Photo from Cruising World



## REAR COMMODORE

Greg Smith

It is better to read the weather forecast before we pray for rain. — *Notebook; More Maxims of Mark, Johnson, 1927*

Shut the door. Not that it lets in the cold, but that it lets out the cozyness.

— *Mark Twain's Notebook*

"Everyone talks about the weather, but no one does anything about it." — *Mark Twain*

People are certainly talking about the weather. I'm convinced that everyone is quite happy with our current weather patterns. March came in like a lamb and left like one. So far, April has seen record breaking summer like temperatures. While visiting my boat on the Easter weekend, it was obvious that many of our members have been taking advantage of the fair weather. The annual spring nautical projects were well under way if not near completion—my project being the exception.

If you missed the return of Mr. Weatherman, Ron Bianchi, you missed a fabulous brunch and informative seminar. Thanks Laurie Prosper, Eva Baker, and Lynda de Jonge van der Halen for the wonderful brunch—well done. I don't know what I would do without you ladies! Furthermore, thanks to their hubbies, Bob, Peter, and Mike for their help setting up tables and assisting with last minute details.

This was Ron's fourth visit to our club, and he never disappoints. Although our weatherman was "feeling under the weather" he carried on like a trooper. When I asked him if he was okay to proceed with the presentation, he snapped back "I'm tuff, we're sailors for God's sake!"

Ron's courses have value from an educational and safety perspective, and I believe our club and the sailing community benefits from his seminars.

As promised, Ron has supplied our club with a magnitude of weather information and links. This year he presented our club with a new weather radio with S.A.M.E technology. This gracious gift comes courtesy of Meteorological Services of Canada. Thanks to Lee Rixon for taking on the installation of our new weather radio.

If you would like a copy of Ron's presentation, please email rear-commadore@thsc.ca with your request. Ron will be returning to our club May 5th to present *Wind Strategy*

on the Race Course. This is one of Ron's most popular seminars for racers and all sailors. Everyone is welcome and encouraged to attend. Burgers will be Grill'n at 6:00. We will have a short but informative racer's meeting at 6:30, followed by Ron's presentation at 7:15.

In closing, I received a pleasant telephone call from long time member John (William) McGifford. He informed me that he was in the possession of an original advertising poster dating back to 1954. The poster was preserved and saved for 56 years by former THC member Tom Milton. The details of this historical poster may be found in this month's Spar & Prop. We would like to thank Tom Milton for donating this important piece of both TH&SC and Toronto history. Plans are being made to have the poster properly sealed and protected so that it can be prominently viewed in the safety of our clubhouse.

Don't forget to check the club event dates elsewhere in April's S&P. See you around the boatyard.

Greg Smith

N43\_39.610 W79\_18.812

Same Spot / Different Day ▲

- RACER'S MEETING •
- WIND STRATEGY ON THE RACE COURSE •
- SAIL MEASURING •

Wednesday, May 5

A busy evening.  
You don't have to be a racer—  
come and talk to us,  
racing is fun

### **Ken Deas Memorial Regatta**

**Saturday, June 19**

This is a White Sail Regatta  
No spinnakers

Multiple races

## LONG WEEKEND BREAKFASTS

On all three summer long weekends TH&SC will have breakfast waiting for you on Sunday morning.

Served from 9:30 to 11:00

The first is on May 23rd,  
the next on August 1st and then on  
September 5th

It's a great way to start a  
holiday Sunday

## FLOTSAM & JETSAM Shadow

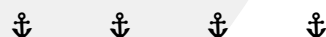
CRAIGEN BLOG LOOKS BETTER  
EVERY TIME

If you haven't seen Pat and Geoff Craigen's blog you're missing a well presented and interesting view of the cruiser's life. The URL is

<http://lifeonbeachhouse.blogspot.com/>

The latest is all about former TH&SC members Vicki and Bob Gilchrist.

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



The Deadline for the  
JUNE issue of  
Spar & Prop is  
**May 31**



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**

## RV or Sailboat— Which Is Best?

by Aubrey Millard

### RV life in a 26 foot trailer compared with the Cruising life in a 32 foot sailboat

*Aubrey and Judy Millard have been full time liveaboards on Veleda IV, their 1978 Ontario 32 sloop, from July of 1998 to September of 2009, having done two Atlantic crossings, a year in northern Europe, five years in the Mediterranean and the Black Sea, and five years in the Caribbean, covering a distance of over 45,235 nautical miles (at 5 miles per hour). Their boat is now on the hard at the Toronto Hydroplane and Sailing Club where it is undergoing a major overhaul preparatory to their next departure out the St. Lawrence and down to Central America.*

### The Trailer

In October 2009 we bought a new 26-foot Aerolite travel trailer and a 2006 GMC Yukon XL to live and travel in (we do not own a house, having sold our Toronto Beaches home in 1998).



We left Toronto in November, 2009, doing a circuit of the southeast and midwest USA through Georgia, Florida, Louisiana, Texas, New Mexico, Arizona, California, Nevada, Utah, Colorado, Kansas, Missouri, Indiana, Illinois, and Michigan putting 17,250 km (10,350 miles) on the trailer and 30,200 km (18,120 miles) on the Yukon, at 100 km or 60 miles per hour.

We paid as much for the three year old Yukon and the new trailer as we did for our Ontario 32 when bought in 1996. Thus initial cost for RV mobility is comparable to that of a yacht of similar length. A 26-foot trailer has more livable space than the Ontario 32, as the rectangular design gives far more usable area both for living and

storage space.

The bedroom area up forward has a queen size bed with walk around space on three sides, hanging closets with mirrors on both sides, stereo speakers, 12 volt lights, and a clothes chute leading into a forward storage area. The galley has a bit more room than our Ontario 32, but comes with a microwave and ventilation light and fan, as well as a deep double sink and a three burner propane stove with oven. On a trailer the stove does not have to be gimballed. Opposite the galley is a large stand up refrigerator/freezer with three times the capacity of that on *Veleda*. The "heads" has a toilet, sink, large double closets, and a small bathtub and shower.

Hot water and refrigerator operate



with shore power electricity or propane. There is a propane furnace for heating; the air-conditioning uses 110 volt shore power when the trailer is plugged in. The trailer comes fully equipped with all the appliances built in, plus an awning on one side and a slide out on the other giving another two feet of trailer width in the living area. It has external fittings for a gas barbecue and outdoor shower, as well as providing external speakers, lights, TV and radio antennae. It has twin 30 pound propane tanks and a double 12 volt deep cycle battery bank, both tanks and batteries with suitable covers.

Storage is far better in a trailer. Ours has four hanging closets, five drawers, eight overhead compartments, storage areas beneath both settees and below the galley and heads sinks. There are four external storage compartments, plus a large area we call the "garage" at the back. It covers the entire back of the trailer giving a storage area two feet deep, eight feet wide and six feet high, with shelves and peg board fittings. For tankage, it has hot and cold water

tanks, as well as grey water and black water holding tanks. These holding tanks can be emptied by gravity feed at dump stations in all RV parks, and can be hooked up to sewer connections in some parks with full hook-ups.

Other hook-ups include retractable 30 amp electrical cable built in, connections for municipal water, phone and cable TV. The trailer electrical harness when connected to the tow vehicle operates not only brake and signal lights and nine red and amber caution lights, but has trailer braking activated by the vehicle braking system so the trailer brakes can be adjusted to be the same as the vehicle brakes, or stronger or weaker than the vehicle's. In addition there is a disconnect braking system whereby the trailer brakes will come on if ever the hitch disconnects when under way.

### RV Lifestyle

In sailing we are called "liveaboards"; in RVs we are called "full timers", as many RV'ers only use their RVs for a few weeks or months a year as many "snowbirds" do (though they don't race RVs).

Judy and I are looking at using the trailer for half the year and the boat for the other half, depending upon our plans each year. There are choices in the size and use of RVs as there are in the cruising world. Some people leave their RV in the same park year in and year out, and live in it for the winter season, then come back to Canada for the good spring, summer, and fall weather (the "snowbirds"). Others will take their RV for an annual holiday but go to just one or two parks, staying in each for a prolonged period of time. There are few like Judy and me who travel continuously as we did last winter, putting over 17,000 km on the trailer and over 30,000 km on the



Yukon in five months. We didn't stay in one place for more than a week the whole time.

Costs for staying in an RV park are



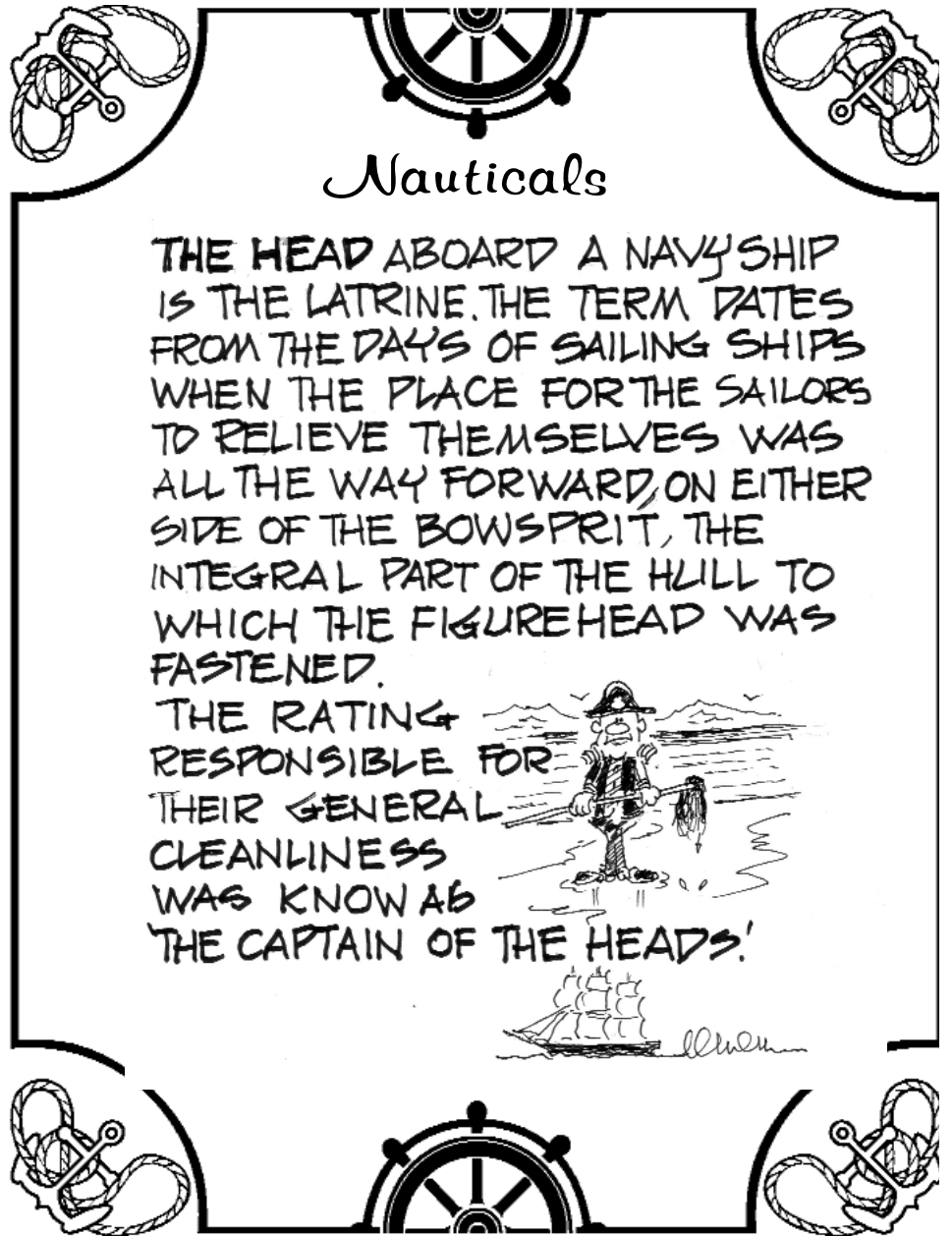
## RV or Sailboat...

*Continued from page 8*

about the same as for a marina, except the price is a fixed cost for the site, not varying by how big the rig is. We would pay from \$15.00 a night at state parks with water and electricity to \$35.00 or \$40.00 a night at some private parks (or state parks in prime area such as the Florida Keys,) but usually the more expensive stops have full hook-ups, plus other amenities such as swimming pools, hot tubs, recreation centres, cable TV, and WiFi. In many of the southern states, they cater to senior citizens and snowbirds, offering good rates from \$450.00 to \$800.00 a month, or better half yearly or yearly rates. We met many people who came to the same park every year, and they knew many of the others doing the same thing or being there at the same time. Still others would volunteer as camp hosts or park assistants, and would get free camping for whatever months they had available in exchange for up to 20 hours a week of volunteer time. We preferred the state or national parks for their space and picturesque settings. We don't need all the "bells and whistles" of the private or fancy parks.

RVing can be more expensive than cruising, as the RV has to be in an organized campsite every night, not like a sailboat that can drop anchor free of charge in anchorages and bays around the world. When staying in RV parks without any hook-ups it is referred to as "dry camping". Most rest areas along the highways do not permit overnight parking. We found a few truck stops at which we could stay free overnight with no facilities. Several times when travelling we stayed at Wal-Mart parking lots as that company has a policy of allowing RVs to stay overnight when in transit; however in Florida there are many municipal ordinances forbidding overnight parking even in Wal-Marts.

When not camping in an organized campsite, we feel a bit more exposed and insecure, and lock our doors. At anchor we do not have that concern about being boarded in most parts of the world. We avoid anchoring by ourselves in some areas noted for thefts. However, when we are away from the trailer, we do not worry about adverse weather. We are more concerned when our boat is at anchor and we are ashore if the weather deteriorates or changes direction. Inclement weather does not bother us



in the trailer; no leaking hatches, no groaning of the anchor chain, no bouncing or swinging with the wind and the waves.

The cost of fuel is the big expense when travelling. Our gas mileage is reduced by up to 50% when towing the trailer, to about 10 to 12 miles per gallon. This is another reason why many stay put in one place or leave their RV in the same campsite year after year.

Maintenance is less in an RV, but most of the major systems have to be dealt with in an RV centre, as opposed to sailing where the crew can do most of the repair and maintenance work.

Exercise is less in an RV as we are not getting in and out of the boat, or hauling on lines. RV life is easier.

Shopping is easier, as we can drive over town to whatever stores or services we need. In a boat at anchor or even in a marina, to go into town involves: a dinghy trip if at anchor, then a taxi, rental car, bicycle, or local bus transportation, and usually a lot of walking. Carrying supplies back to the boat is another often onerous evolution. With our car, we just pull up to the trailer and unload.

Of the two, I prefer the cruising life. It is more dynamic, more fulfilling, more exotic, more challenging, more independent, more economical, and more distinct than any shore bound lifestyle. ▲



Sun.		Mon.		Tues.		Wed.		Thur.		Fri.		Sat.	
<b>GOOD WEATHER PLEASE!</b>												3	
4	Easter Parade	5		6		7		8	Darts in the Clubhouse	9	Darts in the Clubhouse	10	
11		12		13		14		15	Darts in the Clubhouse	16	Darts in the Clubhouse	17	
18		19		20		21	Earth Day	22	Darts in the Clubhouse	23	Darts in the Clubhouse	24	
25		26		27		28		29		30			
<b>COUNTDOWN TO LAUNCH</b>													

Sun.		Mon.		Tues.		Wed.		Thur.		Fri.		Sat.	
<b>LAUNCH DAY!—EVERYONE ON DECK</b>												1	LAUNCH DAY
2		3		4	Racer's Meeting & Measuring	5		6		7		8	
9	Mother's Day	10		11	Warm-up Race	12		13		14		15	Ice Breaker Race
16		17		18	Series 1 Race 1	19		20		21		22	Cruise to BPYC here
23	Break-fast	24	Victoria Day	25	Series 1 Race 2	26		27		28		29	
30	Memorial Day (USA)	<b>SAILPAST JUNE 5th</b>											

Sun.		Mon.		Tues.		Wed.		Thur.		Fri.		Sat.	
<b>BRING THE FAMILY TO TH&amp;SC ON CANADA DAY</b>													
6		7		8	Series 1 Race 4	9	Series 1 Race 5	10		11		12	Cruise to Hanlan's Point (TIM)
13	Cruise to Hanlan's Point (TIM)	14		15		16	Series 1 Race 5	17		18	Ken Deas' Regatta	19	
20	Cruise to PCYC	21	Summer begins	22	Series 2 Race 1	23	Tall Ships Series 2 Race 2	24	Canada Day	25		26	Cruise to PCYC
27		28		29		30							

Sun.		Mon.		Tues.		Wed.		Thur.		Fri.		Sat.	
<b>CANADA DAY = FAMILY DAY</b>												1	Canada Day
4	Commodore's Cruise	5		6	Series 2 Race 3	7		8		9	T-Bird Viking Regatta	10	
11	T-Bird Viking Regatta	12		13	Series 2 Race 4	14		15		16		17	Cruise to HYC here
18	Cruise to HYC here	19		20	Series 2 Race 5	21		22	Hunter Rendezvous	23	EYC Cruise to TH&SC	24	EYC Cruise to TH&SC
25	EYC Cruise to TH&SC	26		27	Series 3 Race 1	28		29		30		31	Dufferin Bell Buoy Race
<b>SEE THE TALL SHIPS — JUNE 30 TO JULY 4</b>													