



Spar & Prop



TORONTO HYDROPLANE & SAILING CLUB

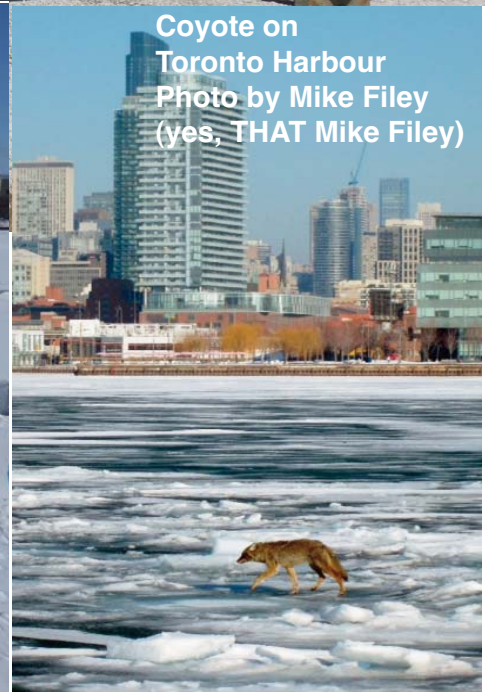
APRIL 2015

NUMBER 228

A good start to the season



This we have left behind



**Coyote on
Toronto Harbour
Photo by Mike Filey
(yes, THAT Mike Filey)**



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Calendar

- Darts—Most Fridays about 7 until Launch. See calendars on page 10 for details.
- Racer's Meeting—Wednesday, April 22nd—New to racing? Come and see what it's all about. Regular racers, come and see what's up for 2015.
- LAUNCH DAY—Saturday, May 2nd—The day we wait for all winter.
- Warmup Race—Wednesday, May 13
- Cruise to BPYC / BPYC Cruise to TH&SC—Saturday & Sunday, May 16-17
- Series I Race 1—Wednesday, May 20
- Rear Commodore's Social / Ice Breaker Race—Saturday, May 23
- Series I Race 2—Wednesday, May 27
- Series I Race 3—Wednesday, June 3
- Series I Race 4—Wednesday, June 10
- SAILPAST—Saturday, June 13
- Series I Race 5—Wednesday, June 17
- Cruise to HYC / HYC Cruise to TH&SC—Saturday & Sunday, June 20-21
- Series II Race 1—Wednesday, June 24
- Dufferin Bell Buoy Race—Saturday, June 27
- Canada Day Family Event—Wednesday, July 1
- Series II Race 2—Wednesday, July 1
- Series II Race 3—Wednesday, July 8
- Series II Race 4—Wednesday, July 15
- Summer Blast Regatta—Saturday & Sunday, July 18-19



Rear Commodore
—
Meet and Greet
—
**Licensed event
4 to 6 pm then
BYOB**
—
**Join us for an all
inclusive Greek
style dinner**
—
Dinner at 5 p.m.
—
**Singalong Movie
and popcorn after
dinner**
—

**SATURDAY MAY 23
JOIN US FOR DINNER
ON THE PATIO**

**TORONTO
HYDROPLANE AND
SAILING CLUB**
Reserve tickets by email
lynda.dejongevanderhalen@gmail.com
\$10 each adult
\$3 each child

Sailpast 2015

Toronto Hydroplane & Sailing Club

Saturday June 13

Schedule of Events
12:00 P.M. Skippers Meeting
Blessing of the Fleet
2:00 P.M. SAILPAST
4:00 P.M. Commodore's Purch*
6:00 P.M. Dinner (SHRP)
8:30 P.M. Dancing and door prizes

Liquor lines n effect fr 4pm
on the lawn, patio, alony and clubhouse.

\$37 adults (until May 31) then 42 each
Payment due by June 5.

Last date to our tickets/ change your reservation June 7.
Tickets will be online a person (cash or cheque) at each May 1 and
at Meet and Greet May 30 may be ordered by email until June 7:
lynda.dejongevanderhalen@gmail.com

Small boats & the knowledge and sailing advice provided to cheques.
Children 12 and under/ free of charge. Please sign up on the bulletin
board with the age and name of children attending. Please supervise your
children. All guests require footwear along with wet and on the deck.

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COMMODORE'S COMMENTS

Don Bland

SPRING IS HERE!!! If enough of us say it, it will come true!! Not a lot of time to paint and polish but as always it will get done.



I trust by now that if you are one of the members whose ladder was placed under lock by our vigilant ladder police you have retrieved it. Please remember to secure it so it doesn't get re-incarcerated.

We all owe thanks to Tom Monson and his crew leaders, electric "Terry" and dock/wall "Bobby" plus their respective work crews. All have put in far more than the minimum 16 hours. to get your docks in place.

On that subject I truly believe most of us are willing to pitch in when we are asked. If you haven't been specifically asked and have a bit (2 or 3 hours) of your time; offer your help. The members in charge don't necessarily know all of our various commitments and may not ask but would appreciate some extra help.

By the time you read this the work on the club house electrical supply / meter room up grade will be finished.

That enables the next step, to bring the power to the boardwalk and out to the individual docks. There is a possibility that due to time constraints you will be called by the Harbour Master or your Dock Captain to join a work party to complete the installation on your dock in time for launch.

Our finances are in good shape. Our utility bills, hydro and propane in particular are causing some concern. We are looking for ways to conserve and any suggestions will be welcomed and considered.

I have requested sunny and warm weather for the next three weekends.

Look forward to seeing you at the club. ▲

TREASURER

Bill Comerford

AS I WRITE THIS article, the forecast for the upcoming weekend looks very Spring-like. It's been a very long winter and launch will be upon us very soon. Our coffers have been topped-up and now the expenditures begin.



The club's bank balance is healthy, but with the planned infrastructure upgrades, we need to keep our

expenses in check. To that end, please be generous with your time this year. It will keep our labour costs to a minimum. The club will be sending out email blasts and making calls for help as jobs are identified.

There are a number of initiatives that will be undertaken to help with our energy costs. LED lights will be installed where we can and a timer will be installed in the workshop for the propane heater. Let us know if there are other initiatives we can take. Do your part and be frugal with the club's energy.

The executive has approved the replacement of our Bell telephone line with a VOIP line. That will save us about \$900 per year. Same phone number.

Our GICs are maturing later in April. As these are paying very low interest (less than inflation), the executive has approved a slight change in investment strategies. We will be purchasing one GIC with a longer, fixed term paying higher interest and a second cashable GIC paying a lower interest rate. The strategy will help us get closer to the rate of inflation and a have some readily accessible cash should we need it.

I look forward to seeing everyone over the next few weeks. ▲

VICE COMMODORE

Claude Soulodre

IF YOU ARE FEELING in anyway like me, you are done with this long, cold winter and are looking forward to pleasant days spent on the water in the warm summer sun.



Work crews have been out fixing the docks and repairing the boardwalk and many members have begun prepping their boats in anticipation of launch. There is more work to do this Spring than in a typical year and with the impending seawall repairs beginning in the fall, members will be required to put in more than the minimum number of work hours if we are to get this major project completed in a safe and timely way. Thank you to those members who have already given generously of their time and thanks in advance also to those of you who I'm sure will be contributing generously in the coming weeks and months.

We have a few new members at

TH&SC this spring. I'd like to welcome Chris Craigen and Philip Lange, both new Sailing members, and also Jeffrey Graves, a new crew member. Many of the more 'mature' members will remember Chris from years past when he sailed with his father Geoff.

As in years past, Joan Wilson will be in the Clubhouse on Launch Day to answer members' questions and provide administrative support. All Sailing, Life and Hydroplane members in good standing should stop by and see Joan to receive a 2015 sticker to affix to the back of their plastic membership cards. Thank you to Joan for her continued support of the Board and the Club.

I'm still getting to know many of you and I'm looking forward to upcoming opportunities to meet more TH&SC members. I'm particularly looking forward to Sailpast, since as the Vice Commodore, I understand I have the honour of leading the fleet. This is probably a good thing, since at the front, I'll be in a position to do the

least amount of damage. I'll close by wishing everyone a safe and efficient Launch Day and an equally safe enjoyable season of sailing. ▲

MAX HAUSER HANGS UP HIS DECK SHOES

by Middletons

WE HAVE KNOWN MAX and his wife, Margaret, for many years. In fact, they each had their own boat at the club. Every launch he always said it felt like Christmas he was so happy. He was a very active sailor and member at the club, always ready to give a helping hand, or a listening ear when asked. He will be sorrily missed by us old timers. It was always a pleasure to see Max and his wife at the club. Max, don't worry, we also have trouble hearing, it is really "selective hearing." All the best and good health. Marie and Bill Middleton. ▲

SOCIAL CHAIR

Lynda de Jonge van der Halen

ON MARCH 7, almost 60 people flowed in and out of the clubhouse throughout the evening to sign up for their first choice of jobs to earn hours for Ways and Means. Peter got the evening off to a smooth start with his Irish coffee topped only later by Doris' tiramasu which had its own special kickstart and delicious taste. Glen kept the formalities to a minimum and everyone had plenty of time to sign up, eat, drink and be merry and even tap their toes to our musicians (KB, Vaughan, Mike Smith, Doris). The kitchen crew (Annie, Glen, Dee, Greg, Doris) provided a tantalizing variety of homemade appetizers and desserts. With a nod to the Irish and a touch of creativity, the big white elephant in the room became a unique candle display area. Thanks to others who pitched in.



Thanks to all who attended this event! We know that 2015 is a year when more than the minimum 16 hours for Ways and Means will be needed in order to handle the seawall project, electrical project, club maintenance, dock work, racing and cruising programs, and to keep the parties happening. Please give generously of your time. Contact lynda.dejongevanderhalen@gmail.com if you are interested in work for Social events. The Harbourmaster and the Property Manager may also be contacted with your inquiries re how to earn your work hours.

Launch Day

Extra hands to help out in the kitchen and to keep the coffee flowing and the snacks fresh are always welcome on Launch Day. Please contact Lynda.

Please bring some cash for breakfast, drinks, a hot lunch and

snacks. Still a bargain at cost recovery prices!

Bring a cheque or cash and reserve your tickets for *SAILPAST 2015*. See poster. \$37 each adult until May 31 then \$42 each for late orders

Please plan ahead...get together with friends and let us know when reserving your tickets with whom you would like to sit, and your preference for indoor or outdoor seating. Individual families within your group may pay separately.

Sailpast tickets maybe purchased in person at Launch and on May 23 at the *Meet and Greet* event. Ticket requests may also be made by email: lynda.dejongevanderhalen@gmail.com

Email requests will be confirmed by email.

Other events

Been thinking about the first party of the year with the boats in the water? Date is set for Sat. May 23 so our TH&SC cruisers don't miss the fun! New members are especially invited to join the party and meet their water neighbours. See the poster.

Canada Day is Wednesday July 1. Celebrate with cake and ice cream and a family movie before the City fireworks display in the park.

Summerblast Hawaiian style is booked for Saturday July 18, with *Simply BBQ* returning with a delicious meal. Live music. More details to follow.

Traditional *Corn Roast* on Labour Day weekend. 🚤



LAUNCH IS UPON US

by Dave Johnston

WE ALL KNOW that plucking a boat from its cradle and placing it in the water is a multifaceted event. Our Harbourmaster has spent many hours sorting out the details and ensuring all is ready. As a boat owner and a club member you are also responsible to do your due diligence.

Launch is not a surprise to any member at our club. Please ensure that you have informed anyone in your social circle that YOU will not be available on May 2nd, until all boats at TH&SC are launched.

By launch day you will have now made note of where your cradle pads and keel sit and marked this for haul out.

You will have ensured that your engine will start and if it is an inboard you will have flushed all antifreeze from it.

By now you have cleared your deck of all obstacles for the land and water sling crews, including dodgers, biminis, bbq's, booms, blocks, man overboard poles, lounge chairs and trip lines.

You will have marked your sling positions on your hull so that they can be seen by the crane co-ordinator. If this is a new event for you, let the crane co-ordinator in charge of your lift know prior to the lift.

You will have ensured that your dock mooring tackle is either in place or ready to use.

Ensure that you have two lines, one fore and one aft that are secured on deck and are 30 feet in length, no shackles or knots anywhere.

When your boat is ready for lift the stanchion gates must be closed.

Also remember that on launch day no alcohol or drugs will be allowed.

Hard hats and gloves will be provided for those that need. Proper footwear is a must, this is not a day for boat shoes and flip flops.

Remember, you can play with your boat all summer, do not disappear while you are working during launch.

Last but not least, we finish the day when the Harbourmaster says so.

Wishing all a safe launch.

Dave Johnston
Wildrose 🚤

REAR COMMODORE

Glen Eddie

HELLO EVERYONE, I hope this edition of the Spar and Prop finds you well and your boat ready to launch. The 2015 sailing season is shaping to be the best ever. We have many racing, cruising, and social events for everyone. Make 2015 the year that you take advantage of everything the club has to offer.



I remind everyone that our first racing meeting will be held on April 22, 2015. This meeting will be used to discuss the format of the racing season, etc. One important question will be whether we have enough interest for a spinnaker division for both Wednesday night racing and weekend racing. If you have always wanted to race in division I, I suggest that you attend the meeting so that we can see who is committed to race straight downwind with the bright coloured sail. Bring your crew. There will be refreshments and food for everyone.

I would like to thank the Summer Blast committee for all their hard work (Greg Smith, Jamie Carroll, Alan Jones, John Greenham). This year we are pushing hard to have a big turn out for our invitational regatta. It will be on

the July 18–19th weekend. More news on this soon. Please feel free to invite racers from other clubs. This regatta will be a white sail only regatta, so it is a great event for those that can't get the crew together to fly the spinnaker. The theme is fun racing—not yelling! Come on out.

On the social front Lynda has everything under control (as usual). This year the **Rear Commodore Meet and Greet** and the **Ice Breaker** race will be the weekend following the Victoria day weekend to allow the cruisers to attend (and hopefully race!). Stay tuned for the email blasts on these events.

We will be doing the long-weekend brunch again. D-dock won the first Silver Spatula trophy last year. This year we will be having a draw at launch to determine the order of docks! Bribery of the Rear Commodore may help you get the prime weekend.

Lastly, I just want remind everyone that we have a lot of dock and wall work that needs to get done. Our Harbour Master, with the support of the Executive, asks that all able body members complete their work hours on these tasks. To this end, I hope you understand if Lynda or I have to advise that a task that you normally do is being done by another member.

See you on the docks. ▲

EAVESTROUGH RACE

by Jamie Smallwood

I'LL HUFF AND I'LL PUFF at the TH&SC Eaves Trough Race Championship—Sail Past 2015

This event is a TH&SC tradition and is for all ages.

For those who are not familiar with this event, here is the concept. The race course consists of two water filled ten foot sections of PVC eaves trough mounted to either side of a picnic bench. The “yachts” are custom made by the contestants using the following items: A “one design” Styrofoam hull blank, a wood skewer for the mast, an air mail envelope for the sail, and five roofing nails for ballast. Also included are dental floss for rigging, and air mail stickers for attachment points. 24 Boat Kits will be available.

Teams are formed consisting of any number of people, but only two are designated as “blowers”. The rest of the team is involved in the design and

assembly of their yacht. Two teams run at one time in a “Round Robin” format with the top eight advancing. Each team shall have two runs consisting of two lengths of the course on alternate sides. The boats are tacked by one of the team members when it reaches end of the trough. Some races are won by the tenth of a second.

The winning team will be crowned the 2015 TH&SC Eaves Trough Race Champions!

A Special “Under 12” category has been added this year with separate trophies.

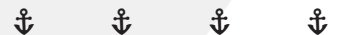
This event is sanctioned by the International Eaves Trough Sailing Association. ▲



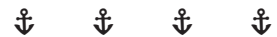
2015 OOD SCHEDULE

Officer of the Day (OOD) 2015 sign up list will be available at launch. It will also be available online at www.thsc.ca (read only) during the summer to check your obligation. See OOD Report on page 7.

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 emailed in lieu of the paper edition and also available from our website.

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

IN PRAISE OF E-REGATA

by Jamie Smallwood

E-REGATA is an interactive real-time sailing race simulator. Here are some of the features.

- It's free. A simple download is all that is required. You enter a boat name and your country.
- Can be played on an iPhone, Android, or PC Phone or tablet.
- You can play any time of the day or night.
- You can train before getting into a real race.
- You are playing against real people, all nationalities in real time. Up to eight boats at a time.
- Your boat is a J-80 with true vectors and speeds and wind shadows.
- Simulated race course includes wind speeds shown with variable shades of blue and wind direction shown with arrows. Very real!
- Wind speeds vary from about 6 to 16 knots.
- Your instruments show your Boat Speed, Wind Direction, and Course in relationship to the wind.
- A horn is available to hail other boats. It's the one part that I don't like.
- Boat controls include direction and sail controls include luffing to slow down and spinnaker launch and douse.
- There are sound effects that include an ambient "seashore" sound as well as a luffing sound from the sails.
- Race rules and penalties come into play and seem to match our current rules. When you are in the right you inflict a penalty on another boat by simple contact. No Protest Committee or insurance claims to worry about.
- Windward Leeward race course with off-set top mark and double bottom turning marks, twice around. A fast race can be run in a bit over four minutes.
- A regatta is run every week. A typical regatta might have 7000 races. The number you race is up to you.
- A score sheet gives you your position, points, wins and number of races.

Is e-regata like our "round the pins" racing? Besides from not having

a crew, always having wind, and having shifts coming at you a mile a minute, it is like the real thing. There is the glory and the defeat.

Is e-regata a good way to learn about racing? Most definitely! Things like taking lifts and headers become pretty evident. You get better with every tack, every spinnaker launch, every mark rounding and every finish.

What is interesting is the behavior of certain racers. You get to know them by name, nationality, ability, meanness and other attributes. Get a few Italians pumped with espresso, the some Russians after a few shots of vodka and you have all makings for some exciting racing. Canadians always say "sorry" before they tag you for a penalty. Some players are not fun to race with. Some become your best buddies.

An interesting avenue to take is "Club Racing" where we could set up racing between ourselves or perhaps with ABYC included.

Give it a try! e-regata.com will get you started. ▲

FLOTSAM & JETSAM Shadow

PANAM GAMES RESTRICTIONS

The PANAM games will have two courses—one in the inner harbor and one on the outside. The shift for volunteers is a 12 hour one starting at 7:30am. The eastern gap will be closed to commercial traffic and I doubt very much anyone will be able to sail near the course on the south side of the island so transiting to any clubs on the western side during the games will require going out a lot further than normal. As RCYC is hosting the sailing I doubt visiting them will be possible for most of July and August.

PORTS TORONTO

Is the new name of the Toronto Harbour Commission.

LOCK YOUR LADDERS

As mentioned many places during the past month ladders have to be locked to your cradle when not being used. If found by the "ladder police" they will be locked up for you...but not *your* lock.



FLEET CAPTAIN CRUISING

Albert Kerek

I'VE HAD A MISERABLE winter. February, in Toronto, was colder than Moscow or even Siberia, impossible to enter the boat, remove a glove and feel the teak. Next winter I'm told, we're getting a dog to help me through but I already have two really useful anchors on the boat. The only cure for my mood will be launch day on May 2nd.

Our cruising season, as listed on the club events calendar, shapes up as follows:

May	16/17	BPYC
June	20/21	HYC
July	25/26	MBYC
August	01/03	BHYC

Bluffers Park Yacht Club (BPYC) and Highland Yacht Club (HYC) are located only 5 miles east of Ashbridge's Bay in a very pretty country setting at the Bluffers Park yachting complex. Both of these clubs have been traditional and very enjoyable cruising destinations, perfect for the first cruise of the season or a first time cruise.

Macassa Bay Yacht Club (MBYC) is situated at the western end of Hamilton Bay. Last season I spent a few days at Niagara-On-The-Lake Sailing Club (NOLSC) then sailed on to MBYC for nearly a week of cruising. Something to consider when choosing summer vacation time. The August 1st to 3rd cruise to Bronte Harbour (BHYC) has been described as a VIRGIN cruise, however all members are welcome. BHYC & THS&C have never before participated in a reciprocal cruise—this will be good.

Once again, I urge all members, especially newer members, to join us on these organized voyages of shared experience, friendship and adventure. Each of these cruises will be hosted by a volunteer cruising captain who will be rewarded for their efforts with a THS&C cruise captain jacket embroidered with their boat name, year and cruise destination. Cruise captain candidates should contact me as soon as possible.

See you on the water. ▲



WHERE ARE THEY NOW?

Jeff Ante

March 9

Still sitting on the mooring in Hog Island doing some boat repairs. Just found out today that 2 of my 4 AGM 180 Ah batteries are shot and need replacing. Also, I need to do some sewing on my canvas.

March 16

Still in Hog Island Grenada. I now have a permanent mooring ball and haven't left yet. Hope to sail up to Carriacou and maybe Bequia in the Grenadines but nothing firm yet. The winds have been blowing 20kts from the northeast which makes for a bumpy ride. Hope the winds die down a little before heading out.

Hope the ice melts soon up there but not down here in our drinks.

Dennis MacCallum

After picking up crew in Miami we sailed down the Hawk Channel in the Keys to Marathon. Had an overnight sail to Cuba and spent time there land cruising the island. The *Chances* was quarantined because of the fear of the Ebola Virus but we were free to travel! On the return we sailed across the Cay Sal Bank, and the Santoran Channel to Chubb Cay on the Bahamas Bank. Then to Nassau and back over to the Exumas Chain and down to Georgetown. I sailed solo again up to Weldrick Wells and crossed over to the beautiful island of Eleuthera. After spending a week sailing along the coast, I crossed over to the Abacos on a 10 hour rough crossing to Little Harbour at the bottom of the chain. Presently I am working my way west, still single handed, taking my time across the top of the Abacos Cays to cross the Gulf Stream to Florida. I thought of taking *Chances* back to Canada but the sailing here is so addictive I may stay one more year. I said that last year!

Elizabeth and Chris Hanson

On Easter Sunday, we moved south a couple of miles to another beautiful but busy anchorage. We hiked (3/4 mile) trail over the ocean to a spectacular deserted beach. We had sure worked up a thirst so it was back to the boat for our coconut rum and pineapple as we watched a gaff rigged yawl sail through the anchorage. What a pretty sight.

The following morning we headed back to white sound at Green Turtle to

OFFICER OF THE DAY MANAGER

Peter de Jonge van der Halen

A BIG THANK YOU goes out to Patrick Lyons and Sandra Bruce, who have been guardians of the OOD empire for the last two sailing seasons. They have added processing refinements for easier and more uniform reporting.



2015 OFFICER OF THE DAY PROGRAM SIGN UP SHEETS ON LAUNCH DAY (so be ready)

Since we are just about to start the new OOD sailing season, let's review some key points:

1. Every Sailing / Senior member and Life member with a boat on the property must do one tour of duty of four hours during the season. The only exceptions are the Club's Executive, and those members with medical issues exempted by the Executive.
2. If you need to change the timeslot you signed up for, you are responsible for rescheduling, or trading with another member. Update the TH&SC ODD SCHEDULE to reflect the change. The OOD Coordinator does not do any rescheduling for you.
3. If you fail to show up for your tour of duty, you will be fined \$180. Your absence will be noticed.
4. To make sure you can be reached, provide your current email and

spend a couple of days before moving north east to Allan's Pensacola and other cays on our way out exiting the Bahamas. Again like on our first arrival, I found three big live conch while diving the anchor. Giving us plenty of conch salad.

This will probably be our last log of this season, at least in the Bahamas. Once back in Florida it will be time to prep *Groovin* for her summer's sleep until next November.

Judy and Aubrey Millard

Judy and Aubrey "swallowed the anchor" for the winter and were house sitting a luxurious mansion on Lake Skaha in Okanagan Falls in the interior of B.C. This is the longest they have been ashore for 17 years since leaving TH&SC in July of 1998. *Veleda* is stored in the water at a marina on Thetis

telephone number to Claude Soulodre, the Vice Commodore.

5. Email reminders will be provided the week before your duty by the OOD Coordinator.

6. If you are a new member, you should job-shadow a veteran member to pick up the essentials.

This is a brief summary of some recent changes.

- The handheld radio was moved to a cupboard in the OOD station to be charged during the week when not in use.
- New ODD Checklist-2015 maintained on the clipboard on the right door of the OOD Station. It names the duty officers for that weekend, and lists specific activities to be performed. Also included is a standard form to identify "Available Slips" and a "Property and Incident Report" to advise the Property Manager or Harbour Master.
- The Black OOD Ledger must be completed with a brief summary of your report, and signed. It is taken as proof that you have completed your duty assignment.

The program will run in 2015 from Friday May 15th to Sunday September 27th.

We are looking forward to another great sailing season, and maintaining our reputation as a friendly and welcoming club for visitors.

Peter de Jonge van der Halen, OOD Co-ordinator

Sea Pleasure

416-284-3903 ▲

Island just off the town of Chemainus on Vancouver Island. They will board her in early May, and spend a week or so installing a Dickinson diesel furnace, a new barbecue, new curtains for the main cabin, and rigging a new RIB dinghy to be attached to their Dinghy Tow system. This summer they plan to sail up to Haida Gwaii (the Queen Charlotte Islands), Prince Rupert and Alaska.

Peggy and Mike Wheatstone

See Peggy's story of their problems restoring *Peregrine* after her damage last year and some of their adventures this winter, part two, starting on page 9. ▲



HARBOURMASTER

Tom Monson

AS I WRITE THIS (April 9th) we have 23 days until launch. It's been a long cruel winter and thanks to intervention of some kind, our docks fared much better than we first thought given the amount and thickness of ice in our bay. That said, we still have a great deal of work that has to be done.



The normal dock prep work, setting ramps and such will be completed by this weekend (Apr 11 & 12) leaving the repairs to A & D boardwalks along with the electric work. Ah, the electric work.

I have to tell you up front that there is a good possibility that we won't have electricity on the docs when we launch. The weekend of April 11 we will start drilling the 176 or so holes in the channel beams on A, B & C docks to hold the cable trays. A very labour intensive project.

Next week the upgrade of the electrical room will start and should be completed by April 18. While the work is ongoing, there will still be electricity in the clubhouse every night. While the contractor can start on rewiring the boardwalk stations, he can't string the cable to the dock until the cable trays are in place. The cable trays are being fabricated and are due to arrive the weekend of April 25. Installation of the cable trays could be completed in a weekend depending on how many members show up to work. After launch the contractor can start changing all the electrical boxes on the poles in the yard. Hopefully the new electric system will be completed by the first weekend after launch. It will depend on, as I mentioned above, how many members come out to help.

A special thanks to Terry Lowe for preparing all the electrical bid documents as well as building the stations along with the many other things Terry does to make sure the lights stay on.

I'd also like to thank Bob Prosper for his council without which, as the new kid (no comments please) on the block, my job would be many times harder. Also, the people that have showed up to work for the past three weekends in below freezing weather have set a standard of commitment that will be hard to follow. ▲

PROPERTY MGR.

Mike Davidson

LAUNCH DAY IS rapidly approaching and along with that all that goes with it. For those who didn't get the email blast, and have had their boats shrink wrapped, there is a special garbage bin that has been labeled "SHRINK WRAP ONLY" and the same procedures as last year still apply. Please ensure that your shrink wrap has been neatly folded or rolled up and as compact as possible—no nylon ties are permitted—and placed in an orderly manner in the bin. With regards to safety, a reminder to us all that a member fell off his boat last year—about eight feet or so. It's incredible that he only suffered a few scrapes and bruises, not to mention a bruised ego so please be mindful of what you are about.



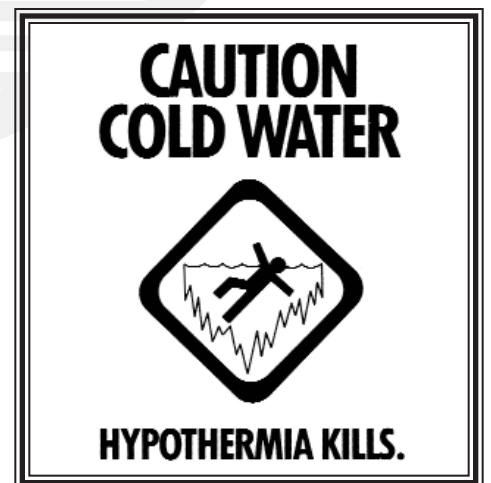
With regards to repairs to our boats, if anyone is planning on making a lot of dust while preparing the hull for some type of bottom paint then they are obliged to take the necessary precautions of containing the dust and debris by placing a ground cover on the ground and some type of containment system to keep it within the confines of their boat—tarps, a wood frame or other structure that could be covered by poly and placed around the boat. Whatever works. The same goes for any other type of work that would generate large amounts of dust or debris. The above noted precautions are not only taken to protect the environment but also out of courtesy to our fellow members who may have just finished cleaning and waxing their boats or are in the process of applying something and then along comes your dust and debris and then! Well we don't want to go there. So please be mindful of these things.

There are a whole lot of things that are going to be taking place this sailing season and into the fall, from electrical upgrades to the biggie, the sea wall. Some of these things are going to be inconvenient to some people. And because of all of this work I have had to put aside for now looking for people to keep the club house and patio areas in shape. All able bodied members are going to be needed to accomplish what has to be done. A lot of us are going to be called

upon to put in more than the required 16 hrs. of work, that's just the way it is. You will be hearing more about this over the coming weeks from others who are responsible for organizing these things, many people have already stepped forward and put in more than their required work hours.

Moving on, I would like to remind those with bikes on the property that the club requires that they be operational and stored in an appropriate manner and labeled. I would also like to give a heads up to those people who are storing their stuff at the side of the work shop it is my intention to clean up that side of the work shop and use the area as a possible bicycle storage space. There is a ton of P.V.C. piping stored there. That's the grey stuff that never seems to move, year in and year out. Would who ever owns that piping please come and see me because I want you to store it somewhere else or remove it from the property. Same goes for some booms that I see stored there. Please see me if you have anything there. It's an area in need of a major clean up.

On a happier note, Capt Dot has been busy. She has purchased new patio chairs, two round metal tables for the patio area and one of those high tables with bar type chairs for the deck. Thanks Dot. For those who use the kitchen and BBQ areas a lot, good news—we have purchased a commercial grade gas cook top to be installed in the BBQ shack. This should help relieve some of the congestion in the kitchen. My thanks to Tony Resendes. It was all his idea. He not only went out and bought it he also went and picked it up with help from Mike Smith. Thanks Mike. That's all for now. Have a great sailing season. ▲



THE TRIAL OF PERIGRINE

by Peggy Wheatstone

Peggy and Mike Wheatstone traveled to St Marten in early January to see how their cruising catamaran Perigrine's repairs are doing. Perigrine was damaged by a loose boat during last Fall's hurricane. This is their story of getting her back together. Part 2.

Peregrine...Where to start?

February 5 the Evans's headed home and arrangements have been made to start the engine work. That oil leak from last year has still not been attended to. In fact the mechanic seems to have fallen off the island. Now we begin the discussions. Is it a gasket? The oil pan? OK, let's decide it's the oil pan. That way we can wait for three weeks while we source one that doesn't come from Florida and cost \$700+. Wait! We are not happy with that answer but who knows? Let's pull the engine up and see what we can find out? Now I have an engine sitting on top on the berth.

It might have occurred to some at this juncture that with dual engines, when one engine is not connected the boat tends to go keep returning from whence it came. That's alright, Debbie and Lee didn't want to go anywhere. Lucky thing too, because we just pulled out the diesel tank.

Now, it's about that tank. When we bought *Peregrine* the tanks were pulled, cleaned and purged. We have only filled up twice since, once here when that work was done and once in the BVI's. You likely don't recall but last year on the way to the BVI's one engine cut out. Now we know why. That first lot of diesel we ever put in was bad. Easy come easy go. I am learning a new mantra. "It's only money".

Oh! And let's not forget the great dinghy caper. That's the one where you blow the dinghy up twice a day and bail at the drop of any hat! (I almost DID blow it up!) Three trips to Marigot later, including one where

Continued on page 11. Yes, pg 11!

This issue is so chock full I've made extra pages in the PDF version to accommodate this story and others which have been gathering dust. They will appear in future paper editions when space allows. Pick it up at THSC.ca when posted. —editor

WAYS AND MEANS

Dave Johnston (*Two Bits*)

A BIG THANK YOU to Lynda and her crew for organizing and delivering the Ways and Means Social on March 7. Combining it with a Saint Patrick's Day theme was brilliant—so much so that we may want to make this an annual event. Many club members attended the event and signed up for a variety of jobs and special thanks to those who did. Most impressive were the members who said they are ready and willing to do whatever was needed and to call them when needed. Awesome!

The ice has melted and usual repairs on the docks are underway. Upgrades to the electrical system have commenced and will be ready for launch. No need to cancel launch (whew!)

At this point we are still finalizing the plans for the seawall rehabilitation and the resources needed to address that project. The current plan is to commence the work after haul-out and to conserve resources only high priority work will be done during the summer. In plain English, there will be minimal work available during the sailing season with a lot of work, on the seawall, required in the fall. This is a big job requiring members to likely work more than the minimal two days in order that we are successful.

As a result, some of the work you kindly signed up for on March 7 may in fact be cancelled with the time being directed towards the seawall instead. As time and the plans progress we will be in a better position to provide more accurate forecasting on where and when members presence is best suited.

Please standby for future communications. In the meantime let's get our boats ready for launch. While you're at the club and you can lend a hand, please look for Tom Monson and let him know.

Looking forward to a safe and enjoyable season. ▲



RACING CAPTAIN

Jamie Carroll

IN A FEW SHORT WEEKS, we will be looking at launching our boats for another season of racing and cruising. Let's hope the weather gods give us the proper conditions to be able get our crafts shipshape for this annual event. I hear Spring is just around the corner!

Attention all racers and cruisers who want to race, I want to invite you to the **Racer's Meeting at 6:30 p.m. on Wednesday, April 22nd**. This is a great social event and the Racer's Meeting gives us all a chance to discuss the coming race season. We are anticipating some changes in the Wednesday night race divisions and possibly a "Pursuit Race" as part of our weekend races.

Please bring with you any suggestions, or concerns that you may have regarding the coming race season.

Those skippers who have acquired a different boat, updated their sail inventory or are new to the Club, Bruce Bateman will be on hand to measure sails to obtain the required information for any new or revised PHRF Certificates. To make life easier, if anyone is buying new sails or having sails repaired; your sailmaker can also provide a certificate with these measurements.

Also this year, PHRF-LO has changed their ratings to a single digit adjustment for sail sizes for all boats registered. Many of the PHRF ratings have changed slightly from those of last season. I would ask that all racers go to 'Valid Lists' on the PHRF-LO website and by entering either your certificate number, boat name, your name, etc. you will be able to download in pdf format your PHRF Certificate, together with the 2nd page which is a check list of items to consider when reviewing your certificate. There is a requirement if you are racing PHRF to have a copy of your certificate on board.

And finally, please check out TH&SC's Wednesday and weekend race schedules that have been posted on the Club's website. This, combined with the cruising schedule and the **4th Annual "Summer Blast" Regatta**, ensures we will a great season of sailing ahead of us!

I look forward to seeing everyone at the Club for the Racer's Meeting. ▲



April 2015



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
			1	2	3 Good Friday	4
5 Easter Sunday	6	7	8	9	10 DARTS	11
12	13	14	15	16	17 DARTS	18
19	20	21	22 Earth Day / Race Meeting	23	24 DARTS	25
26	27	28	29	30		

HOPE FOR WARM WEATHER—IT'S PREP TIME



May 2015



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
					1	2 LAUNCH DAY
3	4	5	6	7	8	9
10 Mother's Day	11	12	13 Warmup Race	14	15	16 Cruise: BPYC here-TH&SC there
17 Cruise: BPYC here-TH&SC there	18 Victoria Day	19	20 Series I Race 1	21	22	23 Rear Comm Social Event Ice Breaker Race
24	25	26	27 Series I Race 2	28	29	30

31

LAUNCH DAY ON THE 2nd—ARE YOU READY?



June 2015



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
	1	2	3 Series I Race 3	4	5	6
7	8	9	10 Series I Race 4	11	12	13 SAILPAST
14	15	16	17 Series I Race 5	18	19	20 Cruise: HYC here-TH&SC there
21 Cruise: HYC here-TH&SC there	22	23	24 Series II Race 1	25	26	27 Dufferin Bell Buoy Race
28	29	30				

OUR BIGGEST PARTY—SAILPAST—EVERYONE OUT



July 2015



Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
			1 Canada Day Family Event	2	3	4
5	6	7	8 Series II Race 3	9	10	11
12	13	14	15 Series II Race 4	16	17	18 Summer Blast Regatta
19 Summer Blast Regatta	20	21	22 Series II Race 5	23	24	25 Cruise: MBYC here-TH&SC there
26 Cruise: MBYC here-TH&SC there	27	28	29 Series III Race 1	30	31	

RACING—CRUISING—DAY SAILING—IT'S HIGH SUMMER

The Trial of Perigrine

Continued from page 9

Mike and Lee took the engine off our dinghy and towed it (with our shore neighbour's borrowed dinghy) to Marigot and back, we give up and take it to Island Water World (IWW). This saga starts before Deb and Lee arrive and concludes after Alexis leaves.

The most entertaining part was when it went to IWW we borrowed our shore neighbour's dinghy because life on a boat tied to a ball with no dinghy is, at best, interesting. The day we borrowed it, in fact the first trip out, we were heading back to the boat and the hydraulic steering assembly broke. Oops! Heroically I left Mike and Alexis hanging on to a finger just off the dinghy dock and walked around to find Mike S, the owner of said dinghy, to confess it was now kaput. Luckily after we were back to the scene of the crime a passing IGY Marina launch took pity on us and answered our wave. He towed the dinghy back to Mike S' raft/dock, waited while we hauled it up and then dropped Mike, Alexis and myself back on *Peregrine*. Now we were on a ball with no way off. When what to my wondering eyes should appear but a bright yellow boat with "Water Taxi" and a large phone number written on it. I exclaimed and ran to the stern! There was no "sash" to throw up but the nice lady did slow down as I shouted the number back into the boat and yes they were available tomorrow, just call!

Meanwhile, Mike has emailed IWW to inquire when ours will be ready, explaining our dilemma. Apparently they have loaner dinghies! Remember when car dealers used to do that? Irwin will not be in tomorrow but he will email Julian to tell him he has offered us the loaner and we can pick it up in the morning. This is very lucky (or unlucky if you are Alexis) since this is Friday, our dinghy won't be ready until Monday and Alexis flies out on Saturday.

Meanwhile back to the story of the BIG boat. Debbie and Lee never left the ball. That said we discovered lots about this island. We took a bus to Phillipsburg, the dinghy to Marigot, the nice taxi lady to zip line at Lotteric Farm and rented a car to go to the Butterfly Farm and Orient bay. We swam and snorkeled, shoveled no snow, ate well and drank cheap wine.

We discovered (what a surprise)

another Canadian whose family has bought a restaurant here. They really do have the best burgers on the island and I also believe the best ribs. The ribs are marinated for three days in a whiskey based sauce. If you are ever here it is called the Palms. Ask for Greg. He grew up five blocks from Lee and Deb in Scarborough. He also kept the cork so Deb and I could put our leftover wine along with the other leftovers in our doggie bag. Never in Canada! I love St Marten!

By the way, are there any Canadians left in Canada this winter? I ask, because with every second person or boat being Canadian this disproportional representation leads me to believe the country is empty.

Wait a minute! Did you say zip lining? Why, yes, I did. No, Deb and I stayed on Terra Firma. Mike had a great time. Lee had some great moments interspersed with moments of sheer terror. Not from the zip lining but from the single line cable for your feet with the two handrail cables about chest high. I confess it was the sight of this particular passage which put the final nail to my decision not to go too. It may surprise none of you find out that when we took Alexis there too this was one of her favourite parts. In fact she had already put in a request to go on the "Extreme" course next year.

The Butterfly Farm was pleasant, not as pretty as the one in Niagara-on-the-Lake, but worth the visit. Having now gone there three times, once each with Deb and Lee, Miranda and Alexis, I can say without hesitation that how much you will enjoy it is directly related to the person doing the tour. The Dad is very entertaining and humorous. Daughter Molly is far more informative on the butterflies and even showed us how to coax them onto one's finger. The last gentleman was much more of a flora guy but also talked about how and why they (at the farm) do certain things. Molly and Alexis hit it off so well she offered her a job!

Alexis was the lucky soul who was here for Heineken time. It is worth mentioning that the 3 pm Dutch bridge lifts are very entertaining. Over 90 boats pass into the lagoon on that lift holding up traffic for over 45 minutes. With the causeway open now at least the traffic has another viable alternative to get around.

It's March now and the engine is back in its hold, the tank reinstalled,

the dinghy no longer leaks out air and in water. Yikes! We are almost a boat. Wait, I think there is something missing? Oh yes, that tall thing you attach those big white things to.

March break brings Miranda and still no mast. Apparently it arrived on the island the same day she did. With the engines now working we decided to blow this Popsicle stand so Monday we headed out for Tintamarre, a lovely anchorage and marine reserve on the French side. Well, with no mast, no need for a bridge swing for the causeway since we fit under with meters to spare. This is too good to be true you say. You would be right. The French bridge is broken. Back to the ball we go.

Undaunted we listen eagerly to the "Cruisers Net" at 7:30 the next morning. Harrah! It is fixed. Tintamarre take two. It may have only been one day out but well worth it. Miranda got to see rays, turtles, some fish and two remoras. The remoras were large enough to make you concerned about the size of the shark they came in on. An Island walk did indeed reveal old plane engines and various parts left behind after World War II.

Back in on the 2:30 bridge lift we went straight to FKG's dock and bad news. You all thought this was way too good to be true anyway, right? So the mast came from France but apparently the mainsail track comes from Italy. Now personally I would have thought that they came together but...c'est la vie!

Turns out the track was ordered and was supposed to be shipped to the manufacturer of the mast in France. They were then to be packaged up together and sent on. The Italians didn't bother to send it and the French shrugged off the missing part and shipped without it. This is not obvious until FKG gets and unwraps the mast. Scramble time. Thursday FKG starts trying to track this down and get it shipped. Monday turns into Tuesday then Thursday and finally Friday; Venice to some obscure Italian town to Charles de Gaulle to SXM. Glad they asked for expedited air freight. I'm not sure what path a ship would have taken.

Our dock mate was a tiny little catamaran. *Matau* is a Privilege 75

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The Trial of Perigrine

Continued from page 11

heading off to the South Pacific where you too can charter her for a paltry \$55,000 per week. Yes folks, I did not mistype that, 55 thousand per week. I wish I could afford that. I wouldn't do it but I wish I could afford to.

It is from here that Miranda and I make an excursion by dinghy to Marigot. First stop? A French bookstore of course. Next came a lesson in how to mail postcards in Marigot. How? Step one, get your US\$ exchanged for Euro's at a Cambio/Change place. Then return to the post office talk your way in past the security guard because you only want stamps not the bank part. Get a lady to help with the machine because no one knows how much. Personally I just stood there and let people take money out of my hands for this whole part. Try to put the very large sticky "stamp" in the tiny spots afforded by the post cards. Go back outside and around the corner to mail the cards. Profusely thank the very nice lady who walked you through all of this and walk her back to her place in the line outside. At least she is now next to enter.

Miranda and I crossed the street and went to the bakery to buy the raisin buns from heaven which were still so hot from the oven they burned your tongue. First however I ran one over to the very nice lady before she went into the "bank".

That afternoon Miranda and I walked along the street and investigated the other shore of the lagoon. In a restaurant supply place we finally found the short skewers we have searched for. We also found a "potholder" sheath for the metal handles of our pots. They do get hot on the burners and this just slides on and protects you. \$2 please.

Friday was Miranda's turn at the island tour but this time we chose to forgo the zip lining and went searching for the St Marten Zoo. We found it. It was small and clearly needed a lot of aid. There were a few different animals (monkeys, raccoons and a mongoose) and a lot of Macaws, parrots, cockatoos and a pair of Toucans. All of the animals, including the obligatory but volunteer chickens, knew the little brown bags were really filled with animal crackers. Most were

well behaved and gentle. The peacocks came out from the shade when they saw the bag. The chickens however had learned that the cockatoo had a strange habit of softening his biscuits in his water dish. To accomplish this he had to walk across the grilled floor to his cage. If they pecked his feet he would drop his biscuit and go back up the cage. Miranda, not to be outdone by a chicken, bypassed that step and simply dropped the biscuits straight in to his dish. Problem solved. Most entertaining was the volunteer iguanas. He was clearly up for some afternoon delight in which she had no interest. A sharp change of direction on her part sent him skidding into the turtle pond the edges of which were smooth rubber. Luckily iguanas can swim since it took him a while to figure out how to get out!

The best view of the local wildlife however had to be the little green heron that frequents our transom. He sits there happily at dawn and dusk and fishes. I just have to be prepared to pay for the show by cleaning the fish blood off when he is done.

Miranda went home and we were still at FKG's dock. Monday brought friends (from Barrie) who also keep a boat here. On their way home from Barbuda Jorge was fishing and successfully landed a Tuna and a Mahi Mahi. They brought fresh fish for dinner plus extra. So much extra we made a friend for life in one of the FKG guys when we sent him home the next day with Mahi Mahi caught the previous day. He was particularly sheepish then when he came the next morning to tell us that the track would not be in until late Friday afternoon.

Thursday brought our last visitors, John and Jackie Stevens. A quick discussion had us provisioning and running errands Friday morning, leaving the dock Friday afternoon and catching the 2:30 bridge lift out of the lagoon. We anchored in Grande Case for two nights coming home (by way of?) Tintamarre on Sunday. I was rather disappointed in the water clarity at Grand Case for snorkeling but I did get to "play" with an octopus for quite a while. It was fascinating to watch him change colour to pale grey as he took off then turn to mottled browns as he settled back on the rocks. Tintamarre yielded its standard fare of turtles and Jackie was delighted to be able to get so close. Back to our ball

via the 5:30 French Bridge lift (still able to pass under the causeway with no mast) we returned to FKG Monday morning. More excellent snorkeling was to be had that afternoon in Simpson Bay just outside the lagoon.

John and Jackie returned home Tuesday afternoon and by Wednesday noon our mast was finished. At least no one can say we were not nonpartisan in our treatment of all our guests this year. No one got to go sailing. Including us. The drum for the new furling system rides higher than our old one requiring the top 8 inches of the jib to be cut off. Since it is now at St Marten Sails I am not sure we will see it before we leave. I have been in twice there to pay them for all the bits and pieces of work they did for us this winter only to be told they had to figure it out. Hmmm. Well, I said, I do leave Thursday!

It has been an interesting season. I honestly thought I was going to see more than St Marten this year but life doesn't always live up to ones expectations. I have learned a lot more about St Marten and would recommend it highly for even the boat-less. We are now, strange as it may sound, "summerizing" *Peregrine*. I am planning on packing the sunshine in my luggage. See you in the boatyard.

Peggy and Mike ▲

CHANCES VISIT TO CUBA

by Dennis MacCallum

A Night Sail to Cuba.

There is something about sailing at night that makes it somewhat magical. But sailing on the ocean, with a full moon, makes it just a little bit mystifying. You can see the landscape all around you moving to its own rhythm, in its own tune and you are flowing along; a spectator to this magic. Time is kept only by the never-ending motion as the ocean chases itself towards a foreign shore; wave after wave. In the moonlight it gives you the feeling of running downhill with your eyes closed, because you never really know what is ahead of you.

We weighed anchor in Marathon, Fl. at 2:45 PM (that is 1445 for you sailors) and had left the harbor at 2:30, and headed for the Sombrero Light

Chances Visit to Cuba

Continued from page 12

into 6 foot sloppy seas, to cross the reef five miles south. After about four hours of slamming, the water settled down somewhat so we could sail on a beam reach. By midnight we were halfway to Cuba!

All through the night a dozen or more ships passed us, either from port or starboard; at one particular time only coming within less than a mile of a huge container ship. There was an assortment of vessels but no way to tell their speed or size until they were on us. It would have been a good time to have AIS hooked up. We would see most coming up over the horizon, and I would look for either their green or red light; depending on direction. There is a lot of commercial traffic coming up, or returning through the Florida Straits from points south, bound for or coming from ports north along the American or Canadian seaboard.

All that night; from sundown to sunrise, the full moon shone down in a cloudless sky like a giant flashlight. I fully expected it to set sometime through the night, because earlier it was rising as the sun was setting. However it was still visible in the western sky, as we sighted land on the north side at Cuba at sunrise. It was still Ground Hog day when it rose and here we were in Cuba when it set. It was a welcome addition all night, to being on a little boat on a big ocean, and it so bright we could almost read a book.

I called the Guardia Frontier approx. ten miles from landfall without any reply. As we were closing in on the lighthouse; about two miles away from a coastal island outpost, I picked up a stern voice with a deep Spanish accent asking who we were. "White sailboat, white sailboat, what is your name?" When I identified myself as a Canadian flagged vessel the next question was; "Did we have anyone sick on board; had anyone been to Africa, or were we exposed to the Ebola virus? No? OK proceed to dock". Two hours later we motored through the ships channel and rounded the breakwater to the largest marina in North America. It is still under construction but when completed it will berth 1,400 pleasure boats. Since they have very little traffic

through here, and because of the American ban on travel to Cuba, it is easy to see what is expected to develop over the next few years when negotiations to lift the embargo are complete.

On arrival we are told not to step onto the dock, by the officials who took our lines, until a doctor comes aboard to examine us. Tired from the 19½ hour trip we were contented to sit back and relax. When the doctor arrived he asked us strict medical questions and wrote down exactly what we told him. After a cursory inspection he loosened up and told us to wait for the Guardia Frontiers, who would complete documents for the admission of the boat and both of us to enter on Cuban soil. The Guardia Frontiers came aboard, a pleasant fellow with an ambiguous attitude, either very official or very pleased we came to visit; depending on what his mood was that minute. He turned out to be doing double duty on a ten day, 24 hour shift, as Guardia but also the harbour master. For the whole time the boat was there we would deal with him at least twice daily on why the boats movement was restricted. It all came down to not being allowed in a port where they could incinerate "international garbage". And this was all because they were afraid of importing the Ebola virus. Or that was the reason they gave us. They were just following orders "made higher up and not by us".

We were told we could move to enter pivot ports such as Havana, but first we would have to clear out of Gaviaota and could not stop anywhere in between. I discussed this with other boats on the dock; two from Ontario; the rest from points in the USA and France and all were discouraged by the restrictions. Some who had been docked for nearly two weeks were discouraged enough to head back to Florida. Besides there was no guarantee we would be accepted at Marina Hemmingway in Havana. I decided if the Cubans were going to hand me lemons I would make lemonade. Rather than sit on the boat

for the required 21 days, I discussed with a lovely couple from Maine, of taking a few tours by bus to such places as Trinidad, Cienfuegos, Varadero and Havana. It turned out instead, we could pack a bunch of us into a 1955 Chevy and have someone drive us there cheaper, getting a running commentary while underway. That way you get to see the people and the industry; the tobacco fields, both the agriculture and oil fields. Renting and staying in a Casa Particular (a room set aside in or just outside a person's home) in Havana for two nights, gave me three days to explore not only Havana (most interesting Old Havana) but the outlying regions of this amazing city. I became an expert in the end giving directions to new tourists there on what to do and see! There is a lot of construction going on face-lifting the city as well as replacing water and sewage lines in the expectation of what will be a tourist boom in the next few years. As was my intention I was able to see it again before there is a McDonald's on every corner and all the '50s Chevs and Ford Fairlanes are exported to the USA.

How lucky I feel that I had the good fortune and ability to sail my own little boat on such an adventure.

